

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 4 Dozen Pints
\$16.00.
SOLE AGENTS:
H. Price & Co.,
19, Queen's Road.

The China Mail

ESTABLISHED 1846.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$8.50.
SOLE AGENTS:
H. Price & Co.,
19, Queen's Road.

No. 13,185.

號五月七年五零百九千一英

HONGKONG, WEDNESDAY, JULY 5, 1905.

日三初月六年巳乙

PRICE, \$8.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$16.50—PER CASE OF 7 DOZ.
PINTS.

MADEWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe for the next RACES will oblige by at once sending in their names to the Undersecretary, T. F. HUGHES, Clerk of the Course.
Hongkong, July 1, 1905. 1283

THE GREEN ISLAND CEMENT CO. LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 26, 1905. 1228

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A INTERIM DIVIDEND of 1/- per Share free of Tax, for Account of the twelve months ending last February has been declared by the Directors of the above company. Coupon No. 4 is payable immediately at The Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, June 26, 1905. 1227

HUMPHREYS' ESTATE & FINANCE CO., LD.

THE SHARE CERTIFICATE No. 67 for Eighty-seven Shares Numbered 103720-103810 inclusive on which the sum of \$2.50 per Share has been paid-up, standing in the Register in the name of JOHN KOYLE of Hongkong, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Victoria Hongkong, on or before 6th JULY, 1905, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905. 1104

NIPPON LAUNDRY.

No. 62 and 63, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Notness a Specialty. Ironing and Washing done by experienced Japanese. PRICES MODERATE.
G. MONYE, Proprietor.
Hongkong, February 13, 1905. 308

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE-GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH 'BLACK & WHITE'



JAMES BUCHANAN & CO.
BLACK & WHITE WHISKY
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES
Supplied at all the Leading Clubs and Hotels, and to be obtained from **LANE CRAWFORD & CO.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,350 tons, Captain H. D. Jones.
s.s. FOYAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATHAN, 2,200 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lewis.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Batchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD AND SWIRE, Agents, CHINA NAVIGATION CO., LTD.

HOTEL BALTIMORE (LATE HOTEL AMERICA)
2, WYNDHAM STREET.

A FIRST CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply. THE MANAGERESS.
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES' \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.
SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.
Hongkong, June 23, 1905. 1208

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of smuggling large quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPIUM FARMER.
Hongkong, June 19, 1905. 1179

SELECT BOARD & RESIDENCE AT 'BRAESIDE'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONELL ROAD, (late of 'TAHO YUEN').
Hongkong, June 19, 1905. 97

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
We beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.
VICENTE BARNENILLA, Proprietor.
Hongkong, April 10, 1905. 463

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 229

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.
China Mail Office.

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

Hongkong, April 18, 1905.

LEE CHEE WING & CO. 教
28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.

STEEL GRIDDERS and TEES.
CORRUGATED IRON, PIG IRON, &c.
Sole for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905. 1227

MEE OHBUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENGAGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1687

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.

This Pattern in Art Green Brass Mounted.
Size 6ft. 6in. or 3ft. 3in. Each. \$85 PER PAIR.

LANE, CRAWFORD & CO.

The Peak Hotel.

ADAMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. PEN to the South Views in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905. Cable Address: 'PEACEFUL.' 18

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

N. LAZARUS, 10, D'AGUILAR STREET, HONGKONG.

OPTICIAN. EYE GLASSES.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.
THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

CLARK'S STUDIO,

4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALTY.
Hongkong, October 5, 1904. 1812

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

Hongkong, April 18, 1905.

LEE CHEE WING & CO. 教
28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.

STEEL GRIDDERS and TEES.
CORRUGATED IRON, PIG IRON, &c.
Sole for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905. 1227

MEE OHBUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENGAGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1687

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1. ... \$2.75 per 100.
No. 2. ... 2.50 per 100.
No. 3. ... 2.25 per 100.

GREGOR & CO.

SOLE AGENTS.

Hongkong, July 5, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2653

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1096

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Gentlemen.

For Terms, apply

THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1413

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LEADING BOOKS.

Collins's Graphic English Dictionary, Illustrated with Numerous Engravings, and 10 Full Page Coloured Plates	\$8.00
The Arabian Nights Entertainment	1.50
Gulliver's Travels	1.50
Esop's Fables: Fully Illustrated	1.50
Grimm's Fairy Tales; Illustrated	1.50
Pears' Cyclopaedia85
Chamber's Concise Gazetteer of the World	6.50
Japan in Pictures, by Douglas Sladey	2.50
The Pocket Atlas of the World	1.90
Coral Reefs, by Darwin	1.50
Brassey's Naval Annual, 1905	13.00
Pictures of the Year, 190560
Macao, by J. Dyer Ball	1.50
Whitaker's Poemage, 1905	2.60
Collins's Gem Pocket Dictionary90
Now Book of Views of Hongkong, Canton and Macao; 24 Views	1.00
A Set of Post Cards, 28 for	2.00

KUPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Telephone No. 75.

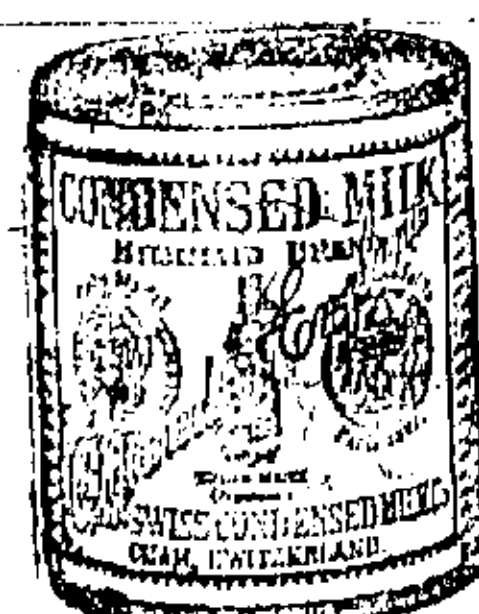
Caldbeck, Macgregor & Co.,

SOLE AGENTS.

Hongkong, July 3, 1905. 2110

Intimations.

Milkmaid



BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PRINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
WESTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
88, QUEEN'S ROAD CENTRAL.

JAPAN

COALS.

NETSUI BUSSAN KAISHA
(NETSUI & CO.)

HEAD OFFICE: 1, SUBURA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, 102, HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy,
Shanghai, Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chongqing, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimomura, Moji, Wakasaka,
Matsuyama, Kanagawa, Kuchino, Sasebo, Maizuru, Mito, Hakodate,
Tatsumi, etc.

Telegraphic Address: 'NETSUI' (A.B.O. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways, Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, and other
provinces, Otsu, Sasebo, Tanabe, Yoshimoto, Yoshio, Yokohama, and other
ports.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Flatulency, Biliousness, etc.

The Physician's
Cure for Gout,
Rheumatic Gout,
Sciatica, etc.

DINNEFORD'S

MAGNESIA

van Houten's Cocoa

Unequalled for
High Quality, Delicious Flavour
& Digestibility.

BEST & GOES FARTHEST.

Intimations.

NETSUI BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI.'

which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL. ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, NETSUI BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBÉ, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIP.
HONGKONG: H. J. H. TRIP.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinawa, Yamaguchi and Kami-
Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on
a large scale the best Buzen Coal.
Sole Agents for Kishu, Komatsu (Tagawa) and
Yashimochi Collieries (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, March 11, 1905.

JOHN S. ALLEN,

EXPORT-MERCHANT,
117, PITT STREET,
SYDNEY, N.S.W.

SOLE Export Agent for China, Japan
and Philippine Islands for The New
South Wales Concentrated Milk Company.

CORRESPONDENCE INVITED.

Hongkong, February 20, 1905.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, December 30, 1904.

'SIR ROBERT HART'S

MEMORANDUM.

A Series of Articles on Sir ROBERT

HART'S SERVICES for the Improve-

ment of China.

Reprinted from the China Mail. To be

had in pamphlet form at this Office.

Price 50 Cents.

Hongkong, July 4, 1904.

JUST UNPACKED

A Consignment of the Well-known

PLASMON BISCUITS.

They contain 20 per cent of PLASMON

and are more easily digested and afford

greater nourishment than any other

any other. PLASMON raises the natural

digesting power of food to a high and

trustworthy degree. They are made in

four varieties:—

SWEET PLAIN (Unsweetened), WHOLE

MEAL AND CEREAL.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, June 23, 1905.

Intimations.

CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of the
above-named Company will be held at
the COMPANY'S OFFICES, St George's
Building No. 6, Connaught Road, Victoria,
on SATURDAY, 8th day of July, 1905,
at 11.30 in the Forenoon, when the sub-
joined resolution which was passed at a
Meeting held on 21st June, 1905, will be
submitted for confirmation as a Special
Resolution.

RESOLUTION:
That the Capital of the Company be in-
creased to £50,000, by the creation of
20,000 new shares of £1.00 each.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, June 21, 1905.

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ORDINARY
YEARLY MEETING of the SHARE-
HOLDERS will be held at the COM-
PANY'S OFFICES, St George's Building,
on SATURDAY, the 16th JULY, at
12.30 p.m., for the purpose of presenting
the Report of the Directors, together with
a Statement of Accounts to 30th APRIL,
1905, and electing Directors and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 1st to the
15th JULY, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 27, 1905.

THE TRADE MARKS ORDINANCE
1893.

APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE IS HEREBY GIVEN that
Messrs CARL WITZ and COM-
PANY, carrying on business at Victoria,
in the Colony of Hongkong, and elsewhere as
Merchants have, on the 22nd day of March,
1905, applied for the Registration in Hong-
kong in the Register of Trade Marks of the
following Trade Mark:—
The device of a SQUIRREL with TAIL
erect feeding on a Branch of Grapes
in the name of Messrs CARL WITZ and
COMPANY who claim to be the Proprietors
thereof.

The Trade Mark has been used by the
applicants since the month of December,
1898, in respect of the following goods:—
COTTON PICK GOODS of All Kinds
in Class 24.

A Facsimile of the Trade Mark can be
seen at the Office of the Colonial Secretary
of Hongkong and also at the Office of the
Under-Secretary.

Dated the 3rd day of May, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Vaux Road Central,
Hongkong.

1014

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 70.

Iron, Wooden and Teak Barriers,
widening of Channels through.

NOTICE IS HEREBY GIVEN that the
Channels through the Iron and
Wooden Barriers in Collinson Reach and
Taishek Barrier in Blenheim Passage, have
been widened and deepened as follows:—
IRON BARRIER, 420 feet of the Central
Section of its Northern end have been
removed, leaving a passage 170 feet in
width, with a depth of 16 feet at low water
of Spring Tides.

WOODEN, (or Bridge) BARRIER. The
entire barrier has been removed and all
obstructions cleared to a depth of 16 feet
at low water of Spring Tides.

TAISHEK BARRIER. The passage
through this barrier has been widened to
400 feet with a depth at low water of Spring
Tides of 12 feet on its Northern side,
gradually decreasing to 10 feet on its
Southern side. The Northern side of this
Channel is marked by two beacons each
bearing a Red Shape and showing a Red
Light at Night; and Southern side by a
Black Conical buoy surmounted by a Green
Light at Night.

J. HOWELL MAY,
Harbour Master.

Approved
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, July 3, 1905.

1288

**CARMICHAEL AND
CLARKE.**

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS;
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' Hongkong.
A. B. C. Code, 4th Edition.

A. J. Code.
Lieber's Standard Code.

TELEPHONE, 252.

Hongkong, March 14, 1903.

663

**A RAMBLE THROUGH SOUTHERN
FORMOSA.**

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa yet
written.

Price \$1.00.

CHINA MAIL Office, 5 Wyndham Street,
Hongkong.

TO LET.

PARKSIDE-Kowloon, a SIX
ROOMED DETACHED HOUSE
standing in its own grounds, facing the
King's Park.

For particulars, apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, May 23, 1905.

1272

TO LET.

NO. 3, GRANVILLE AVENUE,
KOWLOON. Electric Light. Im-
mediate possession.

Apply to

HUMPHREYS ESTATE &
FINANCE CO., LD.

Hongkong, June 20, 1905.

1271

Intimations.

FOR SALE BY ALL DEALERS.

Hongkong, May 13, 1905.

1378

PEEK, FREAN & CO.'S

CELEBRATED LONDON

BISCUITS AND CONFECTIONERY.

NEW STOCK JUST ARRIVED OF:

SMALL BANANAS,

SWEET WALNUTS,

ASSORTED FRUITS,

PAT-A-CAKE.

OBTAINABLE AT ALL GENERAL STORES.

Hongkong, May 30, 1905.

1059

To Let.

TO LET.

49, POTTINGER STREET.

Apply to

ARRATTON V. APOAR & CO.,

45, Wyndham Street.

Hongkong, July 4, 1905.

1263

TO LET.

WITH IMMEDIATE POSSESSION

the 'Fountain Lodge,' Caine Road.

Apply to

H. N. MODY.

Hongkong, May 2, 1905.

1262

TO LET.

SHOP, No. 14, QUEEN'S ROAD

CENTRAL.

First floor, No. 12, QUEEN'S ROAD

CENTRAL.

Second floor, Nos. 12 & 14, QUEEN'S

ROAD CENTRAL.

Apply to

S. BISNEY,

Hongkong Hotel.

Hongkong, June 7, 1905.

1263

TO LET.

GODOWN No. 3, NEW PRAYA, Ken-
nedy Town.

Apply to

HONGKONG LAND INVESTMENT

& AGENCY CO., LD.

Hongkong, June 27, 1905.

1234

TO LET.

ROOMS TO LET, with or without

Board, with Private Family.

Apply to

J. A.

Care of 'CHINA MAIL' Office.

somehow similar design to this last are in possession of his Majesty the King at Windsor Castle, and a photograph of them appear as a frontispiece to the sixth edition of Cripps' 'Old English Plate'.

The sight of Mr. Orlinton walking out of the sale-room with over £20,000 worth of plate in his arms reminded many an envious collector of the extreme portability of old silver which, as this sale proved, was not only maintained but advanced in value.

ORATOR'S TRICKS.

Public speakers of all kinds have many little tricks for managing and 'holding' an audience (say the writer of an article entitled 'Tricks Adopted by Platform Speakers' in *Quaker's Saturday Journal* for June). More than one successful orator now appearing before the public has his favourite platform pose, a way of standing that he knows presents him in picturesque attitude to his audience. Several speakers take with them wherever they go special small tables, made to exact height, that just suit them to lean upon when speaking. Inadvertently left behind, the 'speaking table' of one noble Lord was last year sent on by special train. There is a lady speaker, a champion of the poor, who has a special 'platform cough.' If proceedings seem becoming dull, and people listen listlessly, the lady, at the finish of a phrase, fires off, as a kind of aside, her special cough. A reporter has said: 'It is not a comic cough, but it is a cough in some way so unlike the lady herself that it always concentrates thought upon her.' In addressing working-men, evidence of acquaintance with trade terms often is valuable. Appealing to an audience of leather-workers, a speaker provoked ringing cheers when he referred to a kind of leather known as basil, for he pronounced the word 'bazzle,' as the men did, and not 'baz-zil,' the name of a culinary herb, as it was rendered by his opponents. Speaking to the men at a great glass works a member of Parliament told them to support him, and the opposing party would soon 'fly.' Cheers greeted the hit, for 'fly' meant here not merely 'be routed,' but, technically, the cracking of a glass vessel by the expansion of an air-bubble within it. 'Looking back over my reported speeches, says an old hand at electioneering, 'I find that perhaps most of the "loud cheers" and "much laughter" provoked were the result of either local allusions or impromptu remarks that I had introduced into my speech on the spur of the moment. The best "stock gag" you can find will not cause the enthusiasm which, say, a bit of repartee to a questioner will call forth. Amongst other tricks, the pre-arranged interruption is not unknown. A secret confederate of the speaker asks some seemingly damaging question, and is promptly 'demolished' from the platform. The expedient may, however, be dangerous. At an important meeting, a prominent lawyer and politician—genial in private life, impressive as a public speaker—was heckled by a small man seated near the front row. Drawing himself to his full height, the orator said slowly, in tones of withering scorn: 'How can you, a respectable British working man say such a thing?' Completely taken aback by the orator's 'tremendous' 'platform manner,' the interrupter, telling the truth, blurted out: 'Why, sir, you told me to.'

The capital invested in electric lines of the United States, including street railways, is £433,627,600.

Of European nations the Norwegians and Swedes are the longest-lived, and the Spaniards the shortest.

Contracted Chronic Diarrhoea.

While in the Philippines. WHILE in the U.S. Army in the Philippines, I suffered severely from contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and tried the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, two small bottles of which entirely cured me and I have since had no return of the disease. HERMAN STEIN, 212 N. Union Ave., Pueblo, Colorado, U.S.A. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN, 37, Des Voeux Road Central, Hongkong. From the University of Pennsylvania, U.S.A. Hongkong, July 28, 1904. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS), TAI SAN STREET, CANTON. March 10, 1905. 613

S. I. N. T. I. N. G.

Surgeon Dentist, No. 14, d'Aguilar Street. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1905. 625

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTROCAL and Latest Improved Appliances. 51, QUEEN'S ROAD CENTRAL. Hongkong, July 28, 1904. 1379

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders. No. 51, DES VOEUX ROAD CENTRAL. Hongkong, March 14, 1905. 532

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT. UNDER ENTIRELY NEW MANAGEMENT. SPLENDID ACCOMMODATION. Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY. J. H. NEWBOLD, Proprietor. Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S SATINETTE (REGISTERED) DOUBLY DISTILLED AND OF MATURED AGE. TO BE OBTAINED FROM— THE MUTUAL STORES, DES VOEUX ROAD. Hongkong, May 17, 1905. 1272

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 551 Tons, Captain J. McGINTY, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central. Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steamer, KWONG OH, 1,309 tons, Captain P. MARTIN, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central. Hongkong, April 1, 1905. 700

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUGIN, R.N.R. THIS Steamer departs from HONGKONG on WEEK DAYS at 7.30 A.M., and on SUNDAYS at 8.30 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on SUNDAYS at 3.30 P.M. FARES.—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd Class 50 Cents. Every Sunday there will be an Ekursion, at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2. 3rd Class, Single 30 Cents, Return 50 Cents. Steerage 10 Cents. Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra. First-class Passengers who do not care to return on the Ekursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY, 81, Queen's Road Central. Hongkong, June 1, 1905. 1084

WEEKLY NEWS FOR HOME.

Published to suit the Departure of each English and French Mail Steamer to Europe. FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage). CHINA MAIL OFFICE, 5, WYNDHAM STREET, HONGKONG.

The Overland China Mail.

Published to suit the Departure of each English and French Mail Steamer to Europe. FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage). CHINA MAIL OFFICE, 5, WYNDHAM STREET, HONGKONG.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANAM, THIBET, JORDAN AND JAPAN.

Translated by EDWARD HANLEY PARKER and Reprinted from THE CHINA REVIEW. Price One Dollar. For Sale at The 'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

MONDAY.

THE 17th day of July, 1905, at 3 o'clock P.M., at Messrs HUGHES and HUGH'S SALES ROOMS, Des Voeux Road Central. In One Lot being All that right of equity of Redemption of and in Sections A and B of Marine Lot No. 230 and the Reclamations thereon together with the messengers or tenants thereof known as Nos. 188, 190, 192, and 194, Wing Lok Street, and Nos. 36, 37, 38 and 39, Connaught Road West Hongkong. The property is more particularly delineated on a Sale plan thereof which can be inspected at the offices of Messrs HUGHES, STOKES AND MASTER, Solicitors for the Vendors. A Sale plan of the said property can be inspected at the Office of Messrs HUGHES, STOKES AND MASTER, and at the Auctioneers' Office. For further particulars and conditions of sale, apply to Messrs HUGHES, STOKES AND MASTER, Solicitors for the Plaintiffs in the above Action who have the conduct of the said Sale; or to Messrs EWENS, LARSTON AND LARDING, Solicitors for the Defendant Li Tsang, Pak in the said Action; or to Messrs HUGHES AND HUGH, Government Auctioneers, Hongkong, July 3, 1905. 1257

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For Sale at The 'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

Auctions.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be Sold by Public Auction by Order of The Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY Situate at KOWLOON, in the Colony of Hongkong, on

FRIDAY, the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs HUGHES and HUGH'S SALES ROOMS, Des Voeux Road Central.

All that piece or parcel of ground registered in the Land Office as HUYONGUAT, Lot No. 249 together with the building thereon known as No. 74, Des Voeux Road, Hongkong, abutting on the North side thereof on Crown Land and measuring thereon 15 feet; on the South side thereof on Hongkong Road and measuring thereon 15 feet; on the East side thereof on Hongkong Island Lot No. 224 and measuring thereon 50 feet; and on the West side thereof on Hongkong Island Lot No. 248 and measuring thereon 50 feet, and which said piece or parcel of ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is a Crown Land thereon, and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of Sale, apply to Messrs HUGHES, STOKES AND MASTER, Solicitors for the Plaintiffs in the above action, or to Messrs HUGHES AND HUGH, Auctioneers, Dated the 28th day of June, 1905. 1247

PUBLIC AUCTION.

Messrs HUGHES AND HUGH have received instructions to Sell by Public Auction, on

FRIDAY, the 21st day of July, 1905, at 3 P.M., at their SALES ROOMS,—

The following VALUABLE LEASEHOLD PROPERTY Situate at MOUNT KELLET, in the Colony of Hongkong, viz:—

1. All that piece or parcel of ground being a portion of the piece or parcel of ground situate at Mount Kellett and registered in the Land Office as Rural Building LOT No. 76 abutting on the North side thereof on a portion of the said Rural Building LOT No. 76 described on the Sale plan thereof as LOT No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 228 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square feet or thereabouts. Appportioned annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on another portion of the said Rural Building LOT No. 76 described on the said Sale plan as LOT No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 159 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56,700 square feet or thereabouts. Appportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March 1876 created by a Crown Lease of the whole of the said Rural Building LOT No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs HUGHES, STOKES AND MASTER, and at the Auctioneers' Office. For further particulars and conditions of sale, apply to Messrs HUGHES, STOKES AND MASTER, Solicitors for the Vendors; or to Messrs HUGHES AND HUGH, Government Auctioneers, Hongkong, June 21, 1905. 1197

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL' Price Fifty Cents.

To be had at the 'China Mail Office' 5 Wyndham Street

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail 報日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL. PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$1.50 per Annum delivered in Hongkong. \$12.50 to all Coast Ports.

6 WYNDHAM STREET, HONGKONG. Orders booked by Manager, 'CHINA MAIL'.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wahaiwai
Algerine	aloop	1050	8	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	18,500	Capt. R. N. Ommamney	Wahaiwai
Arun	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. R. Hamilton-Heaton	Wahaiwai
Astrea	cruiser, 2nd class	4500	10	9000	Captain L. G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4300	10	7000	Capt. H. H. Torlesse	Wahaiwai
Brigantini	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cadmus	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cherub	aloop	1070	8	1400	Comdr. Lund	Yangtze
Clio	water tank and tug-aloop	390	—	390	—	Hongkong
Dae	torpedo-boat destroyer	1070	8	1400	—	Foochow
Diadem	cruiser, 1st class	580	6	7000	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Etliche	torpedo-boat destroyer	11,000	16	15,500	Capt. H. W. Savory, R.N.	Hongkong
Exo	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. R. E. Bath	Wahaiwai
Fama	torpedo-boat destroyer	550	6	7000	Lt.-Comdr. Lowin	Hongkong
Gloria	torpedo-boat destroyer	360	6	7000	Lt.-Comdr. A. F. Everett	Wahaiwai
Hart	battleship, 1st class	12,950	18	13,500	Captain Hon. Walter G. Stopford	Hongkong
Hogus	torpedo boat destroyer	275	6	4000	Lt.-Comdr. J. May	Wahaiwai
Hogus	Special Torpedo-vessel	275	6	4000	Lt.-Com. Richards	Wahaiwai
Hogus	cruiser, 1st class	12,000	14	21,000	Capt. E. F. B. Phairton	Wahaiwai
Hogus	cruiser, 2nd class	3000	8	9000	Captain W. B. Fauchner	Singapore
Hogus	torpedo boat destroyer	550	6	7000	Lt.-Comdr. C. Seymour	Wahaiwai
Hogus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. W. H. Darwall	Hongkong
Hogus	river gunboat	616	4	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Hogus	river gunboat	180	2	800	Lt.-Comdr. F. B. Noble	West River
Hogus	torpedo boat destroyer	350	6	6500	Lt.-Comdr. J. Kiddie	Wahaiwai
Hogus	aloop	1015	8	1400	Reserve	Hongkong
Hogus	Surveying-vessel	85	2	240	Lt.-Com. R. E. Mourro	West River
Hogus	river gunboat	85	2	240	Lt.-Com. R. E. Mourro	Hongkong
Hogus	cruiser, 2nd class	3600	8	9000	Reserve	West River
Hogus	river gunboat	85	2	240	Lt.-Com. H. T. Atty	Wahaiwai
Hogus	cruiser, 1st class	12,000	14	21,000	Capt. O. H. H. Moore	Yangtze
Hogus	torpedo boat destroyer	550	6	6500	Lt.-Comdr. Davidson	Hongkong
Hogus	receiving ship	450	8	6500	Captain Wm. L. Grant	Hongkong
Hogus	river gunboat	180	2	800	Reserve	Yangtze
Hogus	torpedo boat destroyer	355	6	6500	Lt.-Comdr. A. Gregory	Wahaiwai
Hogus	surveying ship	820	—	460	Comdr. R. W. Glenzie	Surveying
Hogus	torpedo boat destroyer	360	6	6500	Lt.-Com. O. E. L. Thomas	Wahaiwai
Hogus	river gunboat	160	2	600	Lt.-Com. O. W. Wriehson	Upper Yangtze
Hogus	river gunboat	160	2	600	Lt.-Com. Jno. F. Knorr	Upper Yangtze

* Flag of Vice-Admiral Sir Gerard H. Nool, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Station.
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Miril Franz	Shanghai
Achen	French armoured gunboat	1788	10	1700	Comdr. Laferriere	Salgon
Alouette	French gunboat	300	7	400	Lt.-Ad. A. Varney	Salgon
Argus	French gunboat	123	8	650	Lt.-Ad. Crespo	Salgon
Argus	French gunboat	476	8	460	Lt.-Ad. Journe	Salgon
Argus	French gunboat	140	6	160	—	Salgon
Avalanche	French gunboat	580	6	400	—	Salgon
Bengali	French gunboat	3740	29	9000	Capt. Leivre	Salgon
Bougard	French gunboat	140	6	160	—	Salgon
Casse-tete	French cruiser	8018	18	17,000	Captain V. Poldone	Salgon
Casse-tete	French cruiser	525	4	438	Comdr. Loret	Salgon
Casse-tete	French gunboat	690	10	900	Comdr. Loret	Salgon
Casse-tete	French gunboat	4000	31	9500	—	Salgon
Casse-tete	French gunboat	350	7	300	Lt.-Ad. Jehenne	Salgon
Casse-tete	French gunboat	9370	30	20,200	—	Salgon
Casse-tete	French gunboat	307	7	300	—	Salgon
Casse-tete	French gunboat	1250	6	2200	Lt.-Comdr. Benussant	Salgon
Casse-tete	French gunboat	9700	12	19,638	Comdr. Le Gollens	Salgon
Casse-tete	French gunboat	350	7	300	Captain Croc	Salgon
Casse-tete	French gunboat	4015	27	8500	Lt.-Ad. de Yvan Prat	Salgon
Casse-tete	French gunboat	350	7	300	Capt. Houat	Salgon
Casse-tete	French gunboat	4015	27	8500	Comdr. Sentes	Salgon
Casse-tete	French gunboat	350	7	300	Lt.-Ad. de Worth	Salgon
Casse-tete	French gunboat	9437	8	6071	Capt. Vincent	Salgon
Casse-tete	French gunboat	1736	10	1700	Capt. Guibertean	Salgon
Casse-tete	French gunboat	9856	—	20,000	Lt.-Ad. Holgue	Salgon
Casse-tete	French gunboat	629	2	900	—	Salgon

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TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints.....\$8.50

Per Case of 100 Splits.....\$8.00

Crisp,

Delicious,

Invigorating.

Drink

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World

Renowned

Nerve and

Muscle

Strengthenor.

THE Original and Genuine is J. Clifford

Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, for depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can surpass its popularity

TANSAN

Can be obtained at all 1st Class

Hotels and Bars in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

FURNISHING

DEPARTMENT

(First Floor by Lift)

NEW

CURTAINS.

FLOWERED

MUSLINS,

SWISS

MUSLINS,

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and

FANCY OPEN-

WORK.

INSPECTION.



TRADE MARK.

Telephone No. 135.

BOTTLED ALES AND BEERS.

Ind. Coops & per doz. per doz.

Co. Ale, 8, Pts. \$16.00 \$2.10

Bass, Light 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Bass, Dark 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Amstel Pilsener, 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Prinz Ludwig 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Blatz, American, 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Yabizu, Japanese 4, Qts. 18.00 4.50

Do, 8, Pts. 20.00 2.50

BOTTLED STOUT.

Ind. Coops & per doz. per doz.

Guinness, Bear's 4, Qts. 19.00 5.00

Guinness, Bear's 4, Qts. 19.00 5.00

Do, 8, Pts. 24.00 3.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

158

THE HONGKONG FROZEN FOOD

SUPPLY.

The

DAIRY FARM CO., LD.,

PROPRIETORS.

TRY OUR FINE

AUSTRALIAN

RABBITS

AND

HARES.

65 Cents and

\$1.40.

Hongkong, July 1, 1905.

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& Co., Ltd.

WATSON'S

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

and

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

and

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,

LIMITED.

FINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Affghan Prince undelivered

after this date subject to rent.

Goods per Lightning undelivered after

2 p.m. on this date will be belated.

General Memoranda.

SATURDAY, July 8:

11.30 a.m.—Meeting of China Light

& Power Co., Ltd., at the Company's

Office.

Noon—Auction of 1 Oldsmobile Car, at

Mr Geo. Lammer's Sales Room.

TUESDAY, July 12:

Goods per Fehavar not cleared at 4

p.m. on this date subject to rent.

FRIDAY, July 14:

3 p.m.—Auction of Leasehold Property

at Messrs Hughes & Hough's Sales

Rooms.

SATURDAY, July 15:

12.30 a.m.—Meeting of The Hongkong

Electric Co., Ltd., at Co's Office.

MONDAY, July 17:

11 a.m.—Auction of 300 Logs Hardwood

at No. 3, Wing Wo Chan-Mongkok.

3 p.m.—Auction of Leasehold Property

at Messrs Hughes & Hough's Sales

Rooms.

3 p.m.—Auction of Leasehold Property,

at Messrs Hughes & Hough's Sales

Rooms.

FRIDAY, July 21:

2 p.m.—Auction of Valuable Leasehold

Property at Messrs Hughes & Hough's

Sales Rooms.

The China Mail.

HONGKONG, WEDNESDAY, JULY 5, 1905.

The preacher was prosy, and everyone in the congregation knew it. They had looked forward with apprehension to the announcement that the subject of his discourse would be the major and minor prophets. He gave a little more than an hour to the prophets, and then turned to the minor ones. 'And now we come to Habakkuk,' he said. 'Where shall we place Habakkuk? He can have my seat,' said the Old Resident, who was one of the congregation. I don't intend to occupy it any longer.

The opening sentence of Mr Kosmo Wilkinson's 'Personal Story of the Upper House' is in itself a pithy description of the evolution of the hereditary Chamber:—'How the peers of England, from being an estate of the realm, grew into an independent Parliamentary assembly; how, and by what personal agencies, the hereditary Chamber became in a sense the parent of the elective; on what issues, by what degrees, it co-operated with other agencies to establish the House of Commons; how, then, from seeing in that Chamber its natural ally, if not its political offspring, the Upper House discovered in the Lower a rival and a foe.'

The musical enthusiast had persuaded her husband to abandon his study of the possibilities of the Australian Eleven, and accompany her to Miss Zichy-Weinara's recital. While the audience grew ecstatic over the young lady's playing, he manfully endeavoured to maintain an interest in the music, and outdid the rest in his tumultuous applause. But all the time his thoughts were on the English cricket-fields, and he was picturing to himself how Noble would make the balla curve in the first test, and Saunders punish the English bowling. At last, the concert was over, and he led his wife, excited by the magnificent music, into their tram. 'Now, aren't you glad I made you come?' she asked. 'Of course, dear,' he replied dutifully; 'it was grand.' 'And wasn't she just perfect?' she continued. 'Um, yes,' said the cricket enthusiast; 'her all-round playing was up to the best form, but if fancy she missed one of two chances off Mozart on the deep string.'—*En.*

SOME merriment was caused at the Supreme Court this morning in a case in which Chinese journalists were at difference. The newly-engaged editor of the Si Ki Kung Yik Po was in the witness box substantiating a claim for damage to his property.

'Did you not put your goods in the bath room?' asked Mr Holbrook. The reply was in the affirmative and His Honour, (Mr A. G. Wise) who appeared somewhat perplexed, exclaimed in a very surprised tone. 'The editor's bath room! Is he a Chinaman?' (Laughter.) Mr Holbrook assured His Honour that such was the editor's nationality, and declared that he had seen the bath-room which the witness persisted in describing as 'an unoccupied spot.'

'And what is this bath-room like, asked His Honour, a cubicle?

Mr Holbrook—Oh, no, it is a real bath-room but a small one.

His Honour was still much perplexed and expressed the suspicion that the bath-room must be a small one. He thought one editorial bath-room would be enough for the whole Colony.

—Later on the evidence showed that the 'bath-room' was a place where faces were occasionally washed and the general washing of clothes, etc., for the establishment was done.

LAST year, in Paris, 14,840 horses, 267 donkeys, and 80 mules were killed and consumed as food.

STEARNS' HEADACHE CURE can be obtained from all Dispensaries (quickly by post). Never be without the genuine.

BY TELEGRAPH.

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THE THIRD TEST MATCH.

ANOTHER DEFEAT CONFRONT-

ING AUSTRALIA.

England Scoring Well.

(From Our Special Correspondent.)

LONDON, July 4, 8 p.m.

To-day the weather was bright and

the sun hot.

The wicket—which was soft and slow

on the opening day—improved, and the

Australians went in for their first

innings with good prospects.

Weak play was exhibited almost

from the start, and the majority of the

team were absolutely non-plussed by

Warren's bowling. Warren took half

the wickets for 57 runs, and the whole

team was disposed of for a total of

195 runs early in the afternoon.

Armstrong, Duff and Hopkins were

the only players who showed themselves

capable of withstanding the bowling.

The English team went in for their

second innings confident of winning the

match. They had 106 runs to the good.

Tyldesley and Hayward faced the

bowling, and becoming set early played

brilliantly, Hayward being sent out at

60. Fry was disposed of when he had

compiled 30, whilst at the drawing of

stumps Tyldesley held his bat with 62

to his credit. The three had almost

reached the Australian score, putting

up 109 for the loss of two wickets.

Following are the principal scores—

AUSTRALIA.

FIRST INNINGS.

R. A. Duff 48

W. W. Armstrong 66

A. J. Hopkins 36

Other batsmen and Sundries 45

Total 195

ENGLAND.

FIRST INNINGS.

T. Hayward 60

C. B. Fry 30

J. T. Tyldesley not out 62

Sundries 17

Total 169

Two wickets for 169

[Warren is apparently a new comer into

Test cricket, and came to notice no doubt

THE 'TRAVANCORE' CASE.

A MARINE ENQUIRY.

A Marine Court of Enquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" was held at the Harbour Master's Office to-day. Charges of incompetency had been made against the master of the vessel (Captain W. G. Chamberlain) by the crew, and the latter had asked for an enquiry on the grounds of the neglect of the Captain and officers to do sufficient towards the saving of the ship as to the handling of the ship before stranding and after leaving port; and as to the way the Captain acted when the ship stranded and while she was on the rocks, the Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum, R.N., (H.M.S. "Tamar"), Capt. Henry Pybus ("Empress of Japan") Cpt. St. John George ("Macquarie") and Capt. W. Robb ("Taiping").

Mr. C. D. Wilkinson (of Messrs Wilkinson and Co.) appeared for Captain Chamberlain and Mr. J. Hays (of Messrs Johnson, Stokes and Master) represented the owners of the vessel.

H. B. Metcalfe, second officer of the "Travancore," stated that he was the officer on watch from 4 a.m. to 8 a.m. on June 1 and the ship went ashore at 7.50 a.m. The wind was east-south-east during the watch. Land was in sight from daylight, being on the port bow and abeam. On the previous night the weather was thick, and land could not be seen. Witness was in sole charge of the watch until 7.10 a.m., when the master came on deck and took charge. The captain told the man at the wheel to strike seven bells then—instead of 7.20—so as to allow the crew to get breakfast before putting the ship about. The vessel was then going at about 2½ knots. The watch below went to breakfast and the Captain went below, saying he was going to put about at 7.50. The ship was on the starboard tack and was carrying all sail—except the royals. The ship was "egging" towards land and witness sent for the Captain again at 7.25 a.m. The Captain replied that he would be up in a few minutes. Ten minutes later witness went down again and told the Captain that if the ship was not tacked there would be no room to "wear" ship later on. At 7.35 the Captain came on deck and tried to get her round but failed. Then an attempt was made to "wear" ship, and it failed.

Witness gave orders to swing out the boats.

Capt. Barnes-Lawrence—Why did you give it? You were not in charge of the ship!

Witness—The Capt. was standing by the fore yards to square them; I was near the main deck.

Capt. Barnes-Lawrence—Is it not unusual to give an order without reference to the master?

Witness—Yes. It is unusual but there was nothing else to do. At that time the ship was about 50 yards from the rocks, and it took four or five minutes to swing the two lifeboats out and down to the level of the rail. When the ship struck she slowed round and I ordered the men to take the lifeboat from the shore side and take it round to the other side to prevent it being smashed.

Capt. Barnes-Lawrence—You ordered?

Witness—Yes. I ordered the carpenter to sound the bells and found no water was being made.

Capt. Barnes-Lawrence—You hold that there was nothing out of the way—unusual—in your attitude?

Witness—Yes.

S. Mitchell (seaman, who represented the crew) asked witness—What state was the Captain in on the morning we left Hongkong (May 31)?

Witness—I do not think we are referring to that!

After a discussion as to the admissibility of the question, witness said—What do you mean by condition?

Capt. Barnes-Lawrence—That is frivolous. You know well enough what is meant. If you are wise you will answer the question in a more straight-forward manner.

Witness—I cannot say that the master was sober.

Capt. Barnes-Lawrence—That is to say, you do not say the difference between a sober man and one under the influence of liquor.

Mitchell—What did the Captain say to you on the morning of June 1?

Witness—He asked me what he had been doing the previous night.

Mitchell—At the time of stranding what was your reason for ordering the lifeboats out when the master was standing over you on the bridge and the Chief Officer being there as well? You must have a reason.

Witness—There was no attempt to get the boats, no other orders were given, so I took it in my own hands.

Capt. Pybus—Was the lead hove during your watch?

Witness—No, Sir. We were clear of the coast—six miles off.

Capt. Pybus—How far did the rocks appear when you attempted to wear ship?

Witness—About three-quarters or half a mile.

Capt. Pybus—Were the anchors ready?

Witness—Yes.

Capt. Pybus—Why were they not let go?

Witness—The crew was proceeding.

Witness—There were no orders given.

Capt. Barnes-Lawrence—Were the anchors let go?

Witness—Not while I was there; I left for Hongkong, shortly after the stranding.

Capt. George—When you first sighted the land was the ship sailing parallel to it?

Witness—Yes.

Capt. George—When the captain gave orders to wear ship did you give orders to lower the boats before she struck?

Witness—Yes.

Capt. George—The Chief Officer was at the fore braces?

Witness—Yes.

Capt. George—And you called the men away from the Chief Officer without consulting him?

Witness—Yes, I could see the yards were no use.

Capt. George—When the boat struck, the captain gave orders to clew up, did the crew leave the boats to do so?

Witness—Yes.

Capt. George—You did not consult the Captain or Chief Officer when you gave the order?

Witness—No.

Capt. Pybus—If the ship had continued on her course do you think she would have cleared the point?

Witness—Yes.

Mitchell—Do you know the course of the ship during the hours of 6 and 8?

Witness—North east by north.

By J. Wilkinson—I was not anxious when I called the captain at 7.10 a.m.

Capt. W. C. Chamberlain was next examined. He said—I left Hongkong on May 31 about 7.30 a.m., in ballast for Port Angeles. I was being towed by three launches, but dispensed with them during the afternoon. The wind was light, but the rain fell until five o'clock in the afternoon when it cleared off. The ship was heading out. I saw the light of Waglan about mid-night, and it then bore west by north, about twenty miles distant. It showed very plainly. We made sail on the starboard tack, and continued on this tack throughout. The "Travancore" could sail within 7 points of the wind. We were close hauled at the time going along the coast, as I was making for Bishes Channel. I went below after seeing Waglan Light as stated, but later was called when land was sighted, which I expected would be about daylight. I did not get on deck again, however, until 7 a.m., and then everything was got ready to go about, because I thought I was going near the land, which I recognised to be Fokai Point. The crew were sent to breakfast and, at about 8 a.m., I tried to put about, but the ship mislaid stays. I considered we were then four or five miles from the land. I then put her helm hard up, squared the cross-jack yards and the main yards and the vessel paid off. At this point there was a strong northerly current. While paying off the vessel swung on to the sand. I ordered the sails to be clewled, and then ordered the stream anchor to be let go, but the ship mislaid stays. While the crew were getting the anchor, I saw the steam launch "Patol" pass by and I hoisted the signal of distress. I got into communication with the master in person and made a bargain with him to be towed off and for him to pick up the boat's crew which I had previously sent to Hongkong for assistance. I had sent this boat's crew in one of the lifeboats at about 11 a.m. The "Patol" attempted to tow us off and we assisted by means of the stream anchor and the kedgie, but after half an hour's labour the "Patol" abandoned the attempt, and left for Hongkong, towing the boat's crew in. It was not until 3 or 4 o'clock in the afternoon that the "Travancore" swung on to the rocks. I was unable to get the boat's crew ashore, which were practically useless to us. At 3 p.m. I ordered the men to furl the sails but they declined, by reason of the ship bumping. I considered the crew were justified in refusing. Until about 7 p.m. there was nothing to be done by reason of the impossibility of heaving on the stream or kedgie hawsers. Just before dusk I made another attempt to get the ship off but without success. At 7 p.m. the bumping became heavier and a further attempt was made with the hawsers. I then ordered the lifeboats to be launched and ordered the crew into them. We were 22 all told, and had two boats. I took charge of one and the Chief Officer took charge of the other. Both boats made fast to the hawsers about 30 yards from the ship, and remained in this position until 8 a.m. on the following day, June 2.

After the luncheon adjournment Mr. Wilkinson represented that the master of the "Travancore" (Captain Chamberlain) was unable to continue his evidence, and the latter was sent to the Government Civil Hospital to obtain a certificate to that effect.

Mr. Thomas Roberts, Chief Officer of the "Travancore" stated that the vessel left Hongkong about 6.30 a.m. on May 31.

Witness went on watch from 6 p.m. to 8 p.m., and then took the middle watch (12 to 4 a.m.). The Captain went on deck between 7 and 8 p.m., and asked why the main-sail and top-sail had been set.

Witness replied that he had done so to get more steering way on the vessel. At 8 p.m. Waglan Light was about 10 to 15 miles distant. When witness returned to his watch at midnight the second officer reported Waglan Light had dropped out of sight, but at about 2 a.m. witness saw the light again, bearing west by south 13 miles distant.

Capt. Barnes-Lawrence—How did you know it was Waglan?

Witness—By the flashes.

Witness continued that when they started they were on the port tack but had gone about once or twice. At 3 a.m. witness put the ship about on to the starboard tack, when the wind had shifted to S.E. The vessel continued on the starboard tack until witness was relieved at 4 a.m.

Witness was relieved at 4 a.m. by the second officer, who told him to hurry. He did so and found the ship being put about, it being close to shore. They failed to get about and also failed to wear ship, and then he heard the second officer order the boats to be lowered. The crew went "board" sailing but were over-ruled—the ship and gone ashore they had been grumbling about everything that had been done. A boat's crew was sent to Hongkong in a gig, as the lifeboat was too heavy and the gig would sail better. A kedgie anchor was put out over the starboard quarter and an attempt was made to haul the ship off, but the attempt failed. The boats were taken to, and we lay off the ship until 2 a.m. when the vessel appeared to be more quietly, but as she began to bump the boats were again taken to at 5 a.m. Later on the Chinese revenue cutter "Likin" arrived and stood alongside. During the same morning the stream anchor was taken out and further efforts to pull the ship off were made. Soundings showed the ship had 9 feet of water in her hold, but was not sinking much. The fore lower topsail and foresail were set in expectation of the wind coming from the west. Orders were given to set the mizzen sails but the men refused to do so. Then the men went aft and said "I'm time to leave the ship."

"All right," said the Captain, "you can go. The men then went to the "Likin," but I remained with the master.

The crew's proceeding.

REVIEWS.

MISS BADSWORTH, M.P. By EYE HANCOCK. Longmans Colonial Library.

The book under review is an excellently written one and is deeply interesting, so much so that one can hardly lay the volume down after making a commencement.

The story also has a moral, which is driven home with emphatic force, but without being detrimental to the romantic portion of the volume. Hugo Badsworth, the wealthy owner of the Cranston house, is the brother of Miss Lavinia Badsworth, one of England's new women. The latter loses an opportunity of forcing upon her brother her views on the injustice of the position of the sexes, and declares that nothing short of thorough equality would rectify matters. Hugo decides to put her theories to the test, but not in his own lifetime, and consequently makes a will, giving the whole of his property to Lavinia Badsworth, on condition that she manages the estate and hunts the hounds for a specified period. Hugo's brother Charlie, with whom there is a coolness, has a daughter whose name is identical with Lavinia's sister, though she is called 'Lavvy' by all her intimate friends. Lavvy is an ardent huntsman and has acted as first whip for her father's hounds. When Hugo dies the will is read, much to the consternation of his sister, who sees failure staring her in the face. Should she fail to carry out the conditions imposed by the will all the property will pass into the hands of a dissolute nephew, Victor Bickersdyke, and that contingency Miss Lavinia shudders to contemplate. In the midst of her despondency, brought about by the task she is set, Miss Lavinia is cheered by the arrival of Lavvy, who declares she has come to help her out of her predicament by hunting the hounds herself. The will mentions Lavinia Badsworth, which is the name of both ladies. With a grim determination to achieve success Lavvy sets about her new duties and her knowledge of hounds and hunting wins her the admiration of the countryside, although the inevitable petty jealousies crop up in their hosts. She does the huntman's attire, in order to more effectually carry out her task, and eventually she succeeds in fulfilling the conditions of the will. Meanwhile Victor Bickersdyke has not been idle, but has fought by all the means in his power to frustrate Lavvy's plans, and the possibility of a law-suit as to which of the Miss Lavinias the will referred to looms up. That, however, is nullified by the discovery of a second will, later than the other which disposes of the property in a more satisfactory manner, Charles Badsworth coming in for the bulk of it. The story is charming and well worth reading. There are several exciting hunts. Our copy comes from Messrs Kelly and Walsh.

THE VICISSITUDES OF EVANGELINE. By Elinor, Glyn, Duckworth and Company, London.

In her previous books—notably 'The Reflections of Ambrosine'—Miss Glyn gave us a taste of her quality, which is more than sustained in the volume before us. The book is written in a chatty, feminine style, and is in the form of a diary, but the dullness which usually is concomitant with diaries is altogether absent. Evangeline is an orphan and was adopted by a wealthy lady who, on dying, wills Evangeline her property on condition that she marries her heir. The heir, however, declines the honour, but later endeavours to gain the love of Evangeline, without success. The girl decides to enter the ranks of adventuresses and her subsequent vicissitudes are well worth the reading. The book contains some clever character drawing, and some human nature. It is worth an hour or two.

GEOGRAPHY OF CHINA AND THE WORLD. S. D. R. Shanghai. London: The Christian Literary Society. March, 1905. Price 2s.

The title is comprehensive, the subject matter more so. In a small volume of 370 pages we have a sketch of Mathematical and Physical Geography with outlines of the Political and Commercial Geography of the world in general, and of China is particular. It is a new and revised edition of a former 'Manual of Geography' issued amongst the Society's publications, and as the authors point out, it is specially written to meet the needs of Schools and Colleges in China. As an elementary text book for such schools it will be useful; the illustrations are good, the maps, though small, are clear and not over-crammed with names, and the sketch maps of the different provinces of China form a good feature. But the work is not a book of reference—the information is too meagre for that—and the old-fashioned method of treatment, studying the build of a country in the order of bays, capes, islands, mountains, towns, etc., does not appeal to the general reader. The schoolboy of the present day, too, likes a narrative, and with more of the narrative style the facts are made more interesting, more impressive and more instructive. We think the manual would have fulfilled its object more satisfactorily if the authors had taken a smaller field. More about China and less about the Specific Heat of Water and the Composition of the Atmosphere would be more in keeping with the title 'A Geography of China.' A little knowledge being a dangerous thing, we wonder that places of vast importance in the light of this and of last century's developments should be treated of so superficially. Geography is by this too important an all too wide a subject to attempt to treat of in a little volume. Some things must suffer in the attempt. China and the Far East generally afford ample material for a more thorough investigation. From the title of the book we are disappointed that this has not been done.

THE MASTER.

Fog Hath no Perils.

"During the greater part of Sunday night and morning the weather was so thick that it was impossible to see the length of the ship."—Captain of the "Nippon" describing his experience in last week's typhoon.

The Sunday afternoon was wet and cheerless. The rain fell with a persistent drizzle and banks of dense fog, driving in from the sea, added to the gloom of the spiritless day. Yet the scene in the bar-room of the Hongkong Hotel looked cheerful enough. The veteran master sat in his comfortable chair, his weather-beaten face twinkling with fun as he listened to the humorous conversation of a young Irish dock master. Colleagues of them both sat at adjoining tables discussing affairs in general over a social glass, whilst the enormous frame of a gigantic boiler-maker sprawled within reach of the sandwiches and cheese, enjoying an afternoon free from the noisy din of the boiler shop.

An English coasting skipper sat at a table apart. With him were two American skippers. The Englishman, short, bull-necked, corpulent, with great display of shirt front and brilliant diamond stud, smoked a cigar of the choicest brand. The American captains were typical of their class. They smoked strong weeds, their whiskers and noses were loaded with ice and they spoke with the usual nasal twang.

"Well, I think this China coast," drawled one of them, "is a bit of ground as ever I took the keel of my ship over." "I lost quite a pile of time this last trip by stopping and anchoring for fog," when I did make the land it might have been Pedro Blanco or Cape Collinson for all I knew. Then I had to lose another day before I could venture into the harbour."

"You should navigate more by the lead," deeply and impressively spoke the English captain, and, continuing in a tone so powerful that everyone's attention was drawn, told the following:

"I myself, commanding the s.s. 'Grasshopper,' of 2000 tons gross, left Shanghai for Hongkong three weeks back. On getting clear of the land the fog came down so dense that not a vestige of my ship was discernible to me or any one else aboard. Indeed some of the passengers who had been wandering about the decks 'became utterly bereft of all knowledge of their whereabouts and it was only by their startled cries that the stewards were able to find them and guide them to the saloon. Standing on the bridge I had to be inexorable to the request of my officers either to slow down or anchor. I felt my reputation and the schedule time of the company was at stake, and determined to make Hongkong in four days.

"Take a cast of the lead at midnight," I said to the officer of the watch as I turned in. "See that it is well greased and fetch the soundings and a sample of the bottom to me immediately you take it."

"Speed, sir!" he anxiously interrogated.

"Full ahead," I replied.

He left the chart room wringing his hands. At midnight I was awakened by the second officer. "Alf's well Sir," he reported, "I have just sounded 15 fathoms. Here's the lead."

"I took it, smelt it, and carefully examined the sample of oozy mud it had fetched up. 'Crabs,' said I, 'We're nearing the land. Haul the 's' in two points to the eastward for an hour and then continue the course.'

"Navigating in this made one way into the Formosa No absolute work took place in the lighted saloon or on the bridge and I had not so much as a word of conversation with any one of the crew. The fog was so dense and thick that the ship was hoisted through the fog and boomed through the Channel."

"On the afternoon of July 1, p.m., I ordered a bucket of water and passed a bucket in the fog, found the water and hauled it up on the bridge. I tasted it, and turning to the officer on watch, said: 'Two miles west of Cap Rock. Steer N.N.E.'"

At three p.m. I sent the chief officer to the fore-castle. At four p.m. I gave the orders: "Slow—Stop—Full Astern" and roared to the mate:

"What's that under your port bow?"

"A black object," he replied.

"Company's buoy," I returned, "shackle on."

Don't Wait Until You Need It.

DO not wait until some of your family is taken with a violent attack of colic or diarrhoea. A bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by All Dealers: WATKINS & Co., Ltd., General Agents.

AMERICAN INDEPENDENCE DAY.

How it was Celebrated.

Yesterday being the anniversary of the day on which America gained her independence the occasion was availed of by the American community to give free vent to their feelings of joy, and by a lavish display of 'Stars and Stripes' and fire-crackers they have, we believe, succeeded in impressing upon the community at large the importance which the 'Glorious Fourth' holds in their calendar.

BASEBALL.

One of the most interesting of the fixtures was a baseball match between a team from the U.S.A. "Callao" and locally selected players; there was a very large attendance of spectators at Happy Valley.

The time for the opening of the game was near, but it cannot be said that the majority of them were familiar with even the smallest points of the game. However, they were there to learn, and before the match concluded, it is safe to assume, most of those who had witnessed the exposition went away satisfied that they knew the finest points of the game. Baseball has been termed 'scientific runder', and the synonym is a good one. The bases are the same as these in rounders, the players have the same object in view. In baseball, however, there is far more seriousness needed than in the milder game, and the element of danger, without which hardly any game would be interesting, is present in far greater degree.

The "Callao" team went first to bat and one of their number advanced to the home base armed with a huge piece of wood about two or three inches wide at the broad end.

Opposite to him and about twenty yards distant stood the 'pitcher,' grasping a ball in his left hand, and with a protecting glove covering the right. Behind the home base crouched a figure, literally dead in armour; his face was protected by a heavy wire net guard; his trunk was covered with a huge piece of padded leather; and on his left hand was a large circular glove, with which he received the ball if the striker missed his stroke. The remaining players on the field were scattered over the field, all of them with one large glove on. The pitcher threw the ball with all his force at the base, and the striker made a wild swing at it. He missed and the armour-clad giant caught it safely. "Strike one!" cried the umpire. The pitcher again threw the ball in and again a vicious swing was made at the elusive sphere. "Strike two!" came the umpire's voice. The third attempt went wide. "Ball one!" was the umpire's cry.

"What's that?" said a bystander, mystified by the calls. It was explained that the pitcher had to throw the ball in a certain manner; failure to do so—if the striker did not attempt to hit the ball—was counted a fault, and four faults or 'balls' entitled the striker to proceed to the first base. Should a striker make three attempts or 'strikes' to hit the ball and miss he was out, and three men out was all out.

One of the features of the game is the liberty accorded to both sides to level disconcerting remarks at the other players with the object of distracting their attention from the game.

An easy catch was dropped by a Hongkong player. "Well! well! well!" cried a "Callao" player. "He couldn't catch a ball on a basket."

And so the game went on. Runs were counted for every man who was able to regain the home base, and thanks to vigorous hitting on the part of some of the local men the Hongkong team finished up winners by 14 points to 11.

In the opening stages of the game the local players seemed somewhat at sea, but later on they improved, while the "Callao" team fell away slightly.

"AT HOME."

The American Consul General was 'At Home' to all his friends yesterday, and a very large number of people called to tender their respects. The lavish hospitality shown was appreciated by all who partook of it.

Mr. J. W. Osborne, of the Kowloon Hotel, held an 'At Home' which was largely availed of. In the evening a special dinner was provided and the attendance in excess of the arrangements, the large dining room being filled over again. The cuisine was excellent and it was liberally dispensed. 'The Glorious Fourth' and 'Our genial Host' were toasted innumerable times.

To-day's Advertisements

D. MAHER, 77, WYNDHAM ST., HONGKONG.

ALL KINDS OF SEWING MACHINES. A. BOUGHT, SOLD OR EXCHANGED. Repairs executed. Advice given on all matters.

NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H. M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON, on 19th July, 1905.

Hongkong, July 5, 1905. 1303

NOTICE.

ALL Persons having Claims against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in, in writing to his attorney, WILLIAM JAMES HOBBS, C/O, the undersigned when they will be promptly liquidated.

Forms of claim are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905.

JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central.

Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said James R. Symington.

Hongkong, July 5, 1905. 1308

To-day's Advertisements

GROSSWOOD BRAND OF PAINTS.

For ALL PURPOSES USE ONLY. VARNISHES AND OILS.

As supplied to the LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS.

Manufactured by Gross Sherwood & Heald, LIMITED, London.

SOLE AGENTS:—HARRY WICKING & CO., Hongkong.

Hongkong, January 6, 1904. 20-3

NOTICE.

J. LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLEBARD, BROADWOOD, ALLISON, CHALLENGER and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

J. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

NOTICE.

D. R. NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 640.

Hongkong, June 20, 1905. 1147

WANTED.

A COMPRADORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$40,000.

Apply "R. S. T." Care of "CHINA MAIL" OFFICE. Hongkong, July 5, 1905. 1301

NOTICE.

WE have this day authorized Mr. CARL ROBERT LENZMANN, to sign our Firm from this date.

CARLOWITZ & CO. Hongkong, July 5, 1905. 1300

TO LET.

FROM 1st August next, TOP FLOOR at 25, DES VOEUX ROAD CENTRAL, suitable for Offices.

Apply to DANG CHEE, SON & CO., 25, Des Voeux Road Central. Hongkong, July 5, 1905. 1297

ANNOUNCEMENT.

HAVING RESIGNED my Position as Manager of VICTORIA HOTEL, Canton, I now Accede to my Sincere gratitude to the distinguished gentlemen Constituting Canton Consular Service for Courtesies and good Offices, and to Shanghai Municipal Council for constant generous consideration, and my best thanks to Canton, British and Foreign Communities for liberal support to me while there.

A. FOUSCO, Late Manager, Victoria Hotel. Hongkong, July 5, 1905. 1298

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

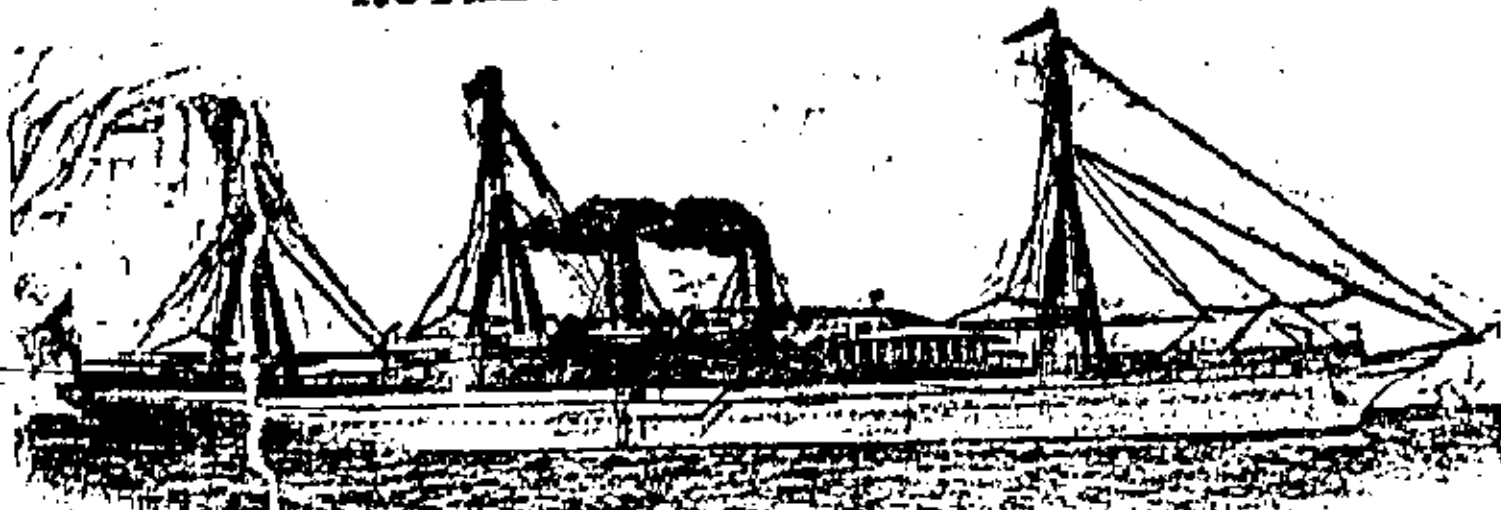
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

NAME OF VESSEL	TO SAIL ON	REMARKS
YAMAHA VIA SHAI, MOJI & KOBE (passing through the Isthmus of Suez)	14th July	Freight only.
LONDON & ANTWERP, VIA SHAI, MOJI, PANG, OCHO, PORT SAID AND MARSEILLES	14th July	Freight only.
YAMAHA VIA SHAI, MOJI & KOBE (passing through the Isthmus of Suez)	14th July	Freight and Passage.
LONDON & ANTWERP, VIA SHAI, MOJI, PANG, OCHO, PORT SAID AND MARSEILLES	14th July	Freight only.
YAMAHA VIA SHAI, MOJI & KOBE (passing through the Isthmus of Suez)	14th July	Freight and Passage.
LONDON & ANTWERP, VIA SHAI, MOJI, PANG, OCHO, PORT SAID AND MARSEILLES	14th July	Freight only.
YAMAHA VIA SHAI, MOJI & KOBE (passing through the Isthmus of Suez)	14th July	Freight and Passage.
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YAMAHA VIA SHAI, MOJI & KOBE (passing through the Isthmus of Suez)	14th July	Freight and Passage.
LONDON & ANTWERP, VIA SHAI, MOJI, PANG, OCHO, PORT SAID AND MARSEILLES	14th July	Freight only.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Saving 8 to 7 Days across the Pacific.

U.S.S. Proposed Sailings from Hongkong. (Subject to Alteration).
 EMPRESS OF JAPAN, Com. R. P. YOUNG, R.N.R. 6000 Tons WEDNESDAY, July 12.
 EMPRESS OF CHINA, Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
 ATHENIAN, Com. S. ROBINSON, R.N.R. 6000 Tons WEDNESDAY, Aug. 9.
 EMPRESS OF INDIA, Com. E. BURNHAM, R.N.R. 6000 Tons WEDNESDAY, Sept. 13.
 TARTAR, Com. W. J. DAVISON, R.N.R. 4425 Tons WEDNESDAY, Sept. 23.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £92.

Intermediate on Steamers, " £40. " £42.

The magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILING FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NICOMEDIA 4370 WAGNER July 7, 1905.

NOMANTIA 4370 BREMER July 16, 1905.

ARABIA 4483 MEYERHOF Aug. 6, 1905.

ARAGONIA 5188 SCHULTZ Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further Information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 24, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For SHANGHAI, VIA SWATOW, AMOY AND KOCHOW.

TAMSU, VIA SWATOW AND AMOY.

ANPING, VIA SWATOW AND AMOY.

TAMSU, VIA SWATOW AND AMOY.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 5, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. TONS. CAPTAINS. TO SAIL.

PLEIADES 3753 F. G. Purington About July 12.

SHAWMUT 3608 E. V. Roberts About July 20.

TREMONT 3608 T. W. Garlick About Aug. 8.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell & Co. Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, HONGKONG, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL

EUROPEAN, NORTH AND SOUTH AMERICAN, WEST

AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM TO SAIL

GLASGOW AND LIVERPOOL, PATRONS 14th July.

GLASGOW AND LIVERPOOL, KEEN 14th July.

GLASGOW AND LIVERPOOL, PAK 18th July.

GLASGOW AND LIVERPOOL, AGHILL 28th July.

GLASGOW AND LIVERPOOL, ANTONOR 3rd August.

GLASGOW AND LIVERPOOL, MACDONALD 5th August.

GLASGOW AND LIVERPOOL, ORESTES 9th August.

GLASGOW AND LIVERPOOL, ULYES 9th August.

GLASGOW AND LIVERPOOL, OCEANIC 9th August.

HOMEWARDS.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 9th July.

LONDON, AMSTERDAM & ANTWERP, HYSON 18th July.

LONDON, AMSTERDAM & ANTWERP, THERMACHUS 20th July.

GENOA, MARSEILLES & LIVERPOOL, ALAX 1st August.

LONDON, AMSTERDAM & ANTWERP, LOMENUS 15th August.

GENOA, MARSEILLES & LIVERPOOL, STENTOR 20th August.

LONDON, AMSTERDAM & ANTWERP, PARKING 28th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL

OVERLAND COMMON POINTS IN THE UNITED STATES OF

AMERICA AND CANADA.

EASTWARD.

FOR TO SAIL

VICTORIA, SEATTLE, TACOMA, AND KEENUN 17th July.

all PACIFIC COAST PORTS, VIA

NAGASAKI, KOBE & YOKOHAMA, MANCHON 7th August.

WESTWARD.

FROM TO SAIL

TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST 15th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 30, 1905.

CHINA NAVIGATION CO., LD.

FOR TO SAIL

SHANGHAI, VIA SHAOHONG 10th July.

CEBU & ILOILO, VIA SHAOHONG 11th July.

MANILA, ZAMBOANGA, PT. DARWIN, COOKTOWN, CHINOTU 13th July.

CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE 13th July.

MANILA, VIA SHAOHONG, TEAN 12th July.

CEBU & ILOILO, VIA SHAOHONG, KAIFONG 14th July.

Kobe, VIA SHAOHONG, FAYUAN 16th July.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

* Only qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 5, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

Electric Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captains. For. Sailing Dates.

ZAFIRO 2540 R. Rodger Manila July 8, at Noon.

RUBI 2540 A. H. Notley Manila July 16, at Noon.

For Freight or Passage, apply to Shewan, Tones & Co., General Managers.

Hongkong, July 3, 1905.

HONGKONG—NEW YORK.

AMERICAN STEAMSHIP COMPANY.

Via PORTS AND CANAL.

CALL AT THE COAST.

S.S. INDRAWADI About 31st July.

For Freight and further information, apply to SHEWAN, TONES & CO., General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship KENNEDY, will be despatched for the above ports on or about THURSDAY, the 20th July.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, July 4, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1905.

ST HUGO About Aug. 4.

SHIMOSA To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 27, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

SIBERIA 11,284 Gross Tons, THURSDAY, 6th July, at Noon.

MONGOLIA 13,639 " TUESDAY, 18th July, at Noon.

CHINA 5,080 " FRIDAY, 22nd July, at Noon.

DORIO 4,784 " FRIDAY, 11th Aug., at Noon.

MANCHURIA 13,639 " FRIDAY, 18th Aug., at Noon.

KOREA 11,276 " FRIDAY, 1st Sept., at Noon.

COPTIC 4,352 " THURSDAY, 12th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,376 tons, Oct. 18th-23rd, 1902; 10 days, 16 hours.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA, and HONOLULU on THURSDAY, the 6th July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, June 28, 1905.

S. SILVERSTONE, Agent.

21

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR TO SAIL

+ SHANGHAI, VIA AMARA FRIDAY, July 7, at 3 P.M.

* MANILA, VIA YUENSANG FRIDAY, July 7, at 4 P.M.

SINGAPORE, SOURA, BAYA & SAMARANG } ON SANG SATURDAY, July 8, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Cholon, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

755

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CEEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. SWANLEY Captain J. P. DAWSON.

S.S. COURTFIELD " J. W. MARTIN.

S.S. CRANLEY " W. E. STEEL.

S.S. IRBAL " M. ROBERTSON.

S.S. ASCOT " C. E. COX.

S.S. LUTHERAN " J. G. WILLIAMSON.

S.S. INKUM " E. S. FRASER.

S.S. SIKEL " J. ROWLEY.

S.S. SOFALA " G. SHERRARD.

S.S. INDELAHMA " R. P. CRATON.

S.S. INDELAHMA " J. CULLINGTON.

S.S. SEALDA " G. COX.

S.S. CATHERINE PARK " COX.

S.S. INKULA " DEAN.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship HAINUN, Captain ROSSON, will be despatched for the above Ports on FRIDAY, the 7th Inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, July 4, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON, With Liberty to call at the Malabar Coast.

THE Steamship ARGHAN PRINCE, Captain MACFARLANE, will be despatched for the above Ports on or about WEDNESDAY, the 12th July.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 28, 1905.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship OCEANIAN, Captain CORNETT, will be despatched for MARSEILLES on TUESDAY, the 11th July, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TOURANE July 25, 1905.

S.S. TONKIN August 8, 1905.

S.S. ARMAND BEHIO August 22, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain MCARTHUR, will be despatched for the above Ports on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light, and has a fully qualified Surgeon and Stewards on board.

No Fire Insurance has been effected.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 16, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 P.M. of the 8th Inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co. Ltd., Agents.

Hongkong, July 3, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside

HONGKONG

SHIPPING.

ARRIVALS.
July 4.
 Yuchan, Chinese str., 1,070, J. Pratt,
 Swatow July 2, General.—C. M. S. N. Co.
 Shantung, British steamer, 1,400, Jno.
 Robinson, Java June 27, Sugar.—Butter-
 field & Swire.
 Lydia, German str., 1,771, Girstenbran,
 Wuhu and Chinkiang June 28, General.—
 Bismarck & Co.
 Aldershot, British str., from Canton.

July 5.
Nicomedia, German steamer, 2,307, A.
 Wagner, Portland, Or., May 20, General.
 —PORTLAND & ATLANTIC STEAMSHIP CO.
Onega, British steamer, 5,679, Thomas
 Bartlett, Tacoma via Shanghai July 4
 General. —BUTTERFIELD & SWIRE.
Reuntauw, British steamer, 2,283, R. F.
 Rilton, London and Singapore June 2
 General. —NIPPON YUSEN KAISHA.
Ternedua, British steamer, 1,350, J. C.
 Williamson, Saigon July 1, General.
 CENTRES.
Shaoohing, British str., 1,307, F.
 Northcombe, Shanghai June 30, General.
 —BUTTERFIELD & SWIRE.
Specia, German steamer, 4,148, Ehlen
 Hamburg and Singapore June 29, General.
 —HAMBURG-AMERIKA LINE.
Germania, German str., 1,713, Petersen
 Hailhof July 4, Rico. —JENSEN & CO.
Amara, British str., from Canton.

DEPARTURES.

July 4.
Kowloon, for Chinkiang.

July 5.
Patnamotta, for Amoy.
Tartar, for Amoy and Vancouver.
Regina, for Saigon.
Quinta, for Bangkok.
Maria Mura, for Japan.
Ezenda, for Batavia.
Nord, for Nouchewing.
Hue, for Kwong-chow-wan.
Wingong, for Shanghai.
Fronlo, for Haiphong.
Emma Laylen, for Swatow.
Tschuen, for Shanghai.
Shaocheng, for Canton.
Taming, for Manila.
Kuanang, for Singapore and Calcutta.
Nippon, for Singapore and Trieste.
Schepherd, for Shanghai.

CLEARED.
 Bucentaur, for Yokohama.
 Yochow, for Shanghai.
 Barnew, for Kudat.
 Hedwig Menzel, for Touron.

PASSENGERS.
ARRIVED.

Per Yushun, from Swatow, M
Frederick, Mr W. Compton, and 17

DEPARTED.

Per Tartar, for Vancouver, 63.

T. Andrews, Mr and Mrs Basila, M. C.
Humphreys, F. W. Abell, F. T.
J. R. Symington, Mr R. B. Johnson,
T. Davies, Mr J. R. Perrill, C. M. C.
H. H. L. Stanley, Col. F. H.
W. Robertson, Miss M. C. Mac
Mossam W. and J. Robertson, Captain
Scott, Mr and Mrs Brancott and 2 chil
Mr H. H. Thigpen, Mr D. Macfie, M.
Mrs J. T. Richardson and 3 children
M. H. Mohta, Mr H. O. Gotla,
Ruttorjies, Dr H. H. Shaw, Rev.
A. Ballinger, Mr E. K. Spencer, A.
Seely, Capt. Stritinger, Mr and Mrs
Mrs Peacock, Miss M. P. Somme
T. Evans, Dr E. Brown, Col. and
Kest, Major Lewis, Mr and Mrs
Per Parker, Lieut. Hamer, Lieut.
Mr Hastings, and Mr W. F. Lum

SHIPPING REPORTS

The Chinese steamer *Yushun* r
 Light variable winds, with high S
 swell, weather unsettled.

The British steamer *Oanza* r
 From Shanghai July 1st and 2nd, a
 winds, very heavy rain; 3rd and 4
 winds, heavy fine.

The British steamer *Shooking* r
 Left Shanghai June 30th, moderate
 Easterly wind and rain, with occ
 heavy equals. On July 1st, the
 freshened and glass fell to 29.1
 wards midnight. On 2nd, gale fr
 low, 29.43; anchored in Machine
 hard squalls, heavy rain and hig
 low, 29.43. Yessel rolling heavy

POST OFFICE NOTICES

Mails will close:—

For SHANGHAI.—
Per Yochou, at 9 a.m., on Thursday,
the 6th July.

For MACAO.—
Per Hwangshai, at 12.15 p.m., on Thurs-
day, the 6th July.

For SWATOW, AMOY & TAMSUI.—
Per Hainan, at 10 a.m., on Friday,
the 7th July.

For SHANGHAI.—
Per Amara, at 2 p.m., on Friday, the
7th July.

For MANILA.—
Per Yuesong, at 3 p.m., on Friday,
the 7th July.

For MANILA.—
Per Zing, at 11 a.m., on Saturday,
the 8th July.

For SINGAPORE, SOURABAYA &
SAMPANG.—
Per Onsong, at 2 p.m., on Saturday, the
8th July.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *Siberia*
will be despatched on **THURSDAY,**
the 6th July, with Mails for Amoy,
Shanghai, Japan, San Francisco,
United States, Canada, Honolulu, Peru,
&c., which will be closed at follows:—
Printed Matter and Samples at 2 a.m.
Registration at 9 a.m.
Registration, with late fees of 10 cents
up to 9.30 a.m.
Letters at 10 a.m.
(Supplementary Mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)

MAILS BY THE GERMAN PACKET.—
The German Contract Packet *Thurnwald*,
will be despatched on **THURSDAY**,
the 28th July, with Mails for the
United Kingdom, the Continent of
Europe and countries beyond, *via*
Breidø: to the Straits Settlements,
Batavia, Barmah, Ceylon, India, (via
Tuticorin), Aden, Egypt, Malta, &c.,
&c.
Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents
up to 10.45 a.m.
Letters at 11 a.m.
Express at 11 to 11.30 a.m. Extra
Postage 10 cents.
(Letters posted in all the Pillar Boxes
in Hong Kong, the first clearance will be in-
spected in this contract mail.)

VISITORS AT HOTELS.

Mr and Mrs C. J. Mr A. R. Lewis	
Andrew	Mr J. L. Lewis
Mr A. S. Baker	Mr A. R. Luckie
Mr R. Bauld	Mr P. Luttringhaus
Mr C. A. Benson	Mr D. Macdonald
Mr and Mrs T. E. Mr C. H. Mackay	
Birmingham & child	Mr James Mahor
Mr J. J. Birbeck	Dr O. Harbord
Mr S. Bienny	Mr Matsda
Mr W. S. Bliss	Mr & Mrs E. Melke
Mr D. K. Biegl	Mr P. N. Morcles
Mr R. W. Bonner	Mr P. L. Miller
Mr D. W. Borthwick	Mr & Mrs E. T. Moore
Mr R. R. Borthwick Moon	
and child	Dr W. B. A. Moore
Mr J. G. Brighton	Mr Morris
Mr L. Broughall	Mr E. H. Murray
Mr W. L. Carter	Mr A. G. Newling
Dr Chalmers	Mr O. C. Oliffe
Mr Chambers	Mr and Mrs E. Clark
Hon. Dr Francis Le Pan	
Clark	Mr W. Parfitt
Mr T. Clarke	Mrs E. Olford Pat
Eng. Lt. and Mrs H. M. V. W. Peake	
J. Clegg, R.N.	Mr and Mrs T. G. Connell
Mr J. J. Connell	Forkin
Mr G. J. Cunningham	Mr C. C. Row
Mr F. O. Deacon	Mr S. R. Roach
Mr H. H. Doolittle	child
Mr and Mrs Douglas	Mr L. Rochet
Mr and Mrs T. C. Mr C. C. Roth	
Downing	Mr A. O. Scott
Mr H. Fletcher	Mr W. D. Shelby
Mr B. L. Frost	Mr C. Skott
Mr C. Glover	Mr E. A. Soavi
	Mr and Mrs J. Soavi

Mr A. W. Grant	Mr F. W. Fowler	Mr H. H. Stanley
Mr H. J. Connell	Mr A. L. Stein	
Dr and Mrs F. Gronow	Mr W. W. Stow	
Dr Mrs C. Hagedorn	Mr W. Stewart	
Mrs Hagedorn	Dr Edgar Swain	
Capt. T. Hall	Mr M. L. Thome	
Mr J. Hanzon	Mr J. Thornburgh	
Mr R. Harding	Mr J. T. Tobin	
Mr M. C. Martin	Mr J. Tonn	
Mr H. J. Hach	Mr W. D. Trim	
Engineer Capt. Huras	Mr C. H. Unbrink	
J. K.	Mr R. C. Vick	
Dr R. Innes	Mr H. H. Valer	
Mr H. H. Kempf	Mr J. C. Ward	
Mr F. Kerr	Capt. J. Warren	
Dr Samuel Knaggs	Miss E. Watkins	
Dr C. Kraay	Miss D. E. West	
Dr Laing	Mr F. G. West	
Mr A. H. Laing	Mr and Mrs W.	
Mr H. J. C. Largo		

Mr E. F. Aucott	Mr H. U. Jeff
Mr M. P. Beattie	Rev. F. T. Jo
Mr A. Beattie	Mr. and Mrs
Mr and Mrs Bell	Major Josling
Mr & Mrs R. Boggan	Major & Mrs
Mr & Mrs E. Bornand	Mr Lauder

and children Mr Maddaloni
Mr & Mrs Bouchier Mr R. Martin
Capt. & Mrs Boyd Mr and Mrs J
Mr and Mrs D. E. Mr R. Mitche
Brown Mr and Mrs
Major Chichester Mr Moxon
J. M. C. Mr Muelle

Mr W. V.	Mr A. N. Candler	E. M. R. R., OH
Mrs J. G.	Mr and Mrs A.	L. H. Hough
Thomas G.	Col. Darling	Major Parry
Mrs J. J.	Mr and Mrs W.	B. Capt. Paxton
C. Mar-	Dixon	Major Phillips
awkins,	Mr Dixon	Mr H. E. Pollard
Schellar,	McDonald	Capt. & Mrs
Main M.	Mr and Mrs Edward	A. S. Sinclair
children,	Mr Fuller	Mr and Mrs
Mr and	Capt. Gales	Stadt
men, Mr	Mr B. Brotherton	Mr Stokes
Mr E.	Harker	Mr Thomas
Mr H.	Col. Haynes	Mr Thomas
Mr M.	Mr and Mrs Hazeland	Mr W. von U
Mr M.	Mr A. Holzgub	Mr C. Gordon
Mr Hurd,	Mr Hendekopf	Capt. & Mrs
Merfield,	Mr and Mrs Holling-	Dr and Mrs
and Mrs	worth	White
J. Jones,	Mr W. H. Howard	Mr F. C. Wign
Clark,	Dr D. Hudig	Mr and Mrs
St. Clerk,	Mr and Mrs A. R. R.	Woodward

Hasson		CONNAUGHT HOTEL	
reports:	Mr T. Adair	Mr Geo. N.	
thoroughly	Mrs Adair	Mrs Hard	
	Mr P. R. Adams	Mr R. E. M.	
reports:	Mr W. P. Barber, Jr.	Mr J. E. J.	
Easterly	Mr W. K. Bissing	Mr B. Emery	
July, 27	Mr F. P. Botham	Mr B. E. M.	
	Mr Ambrose Brough	Mr R. N.	
reports:	Mr J. Brown	Mr E. F. O.	
to fresh	Mr W. B. Buchanan	Mr A. P.	
occasional	Miss J. Byrns	Mr W. T. P.	
the wind	Mr Dehasty	Mr James J.	
1901 to	Mr E. E. P. Erskine	Miss Peters	
remained	Mr Thos. E. Evans	Mr T. P.	
in Island	Mr W. E. G.	Mr J. E. M.	
high S.E.	Mr W. M. Ezekiel	Mr Rodrigue	
swilly.	Mr J. J. Goodwin	Mr Schwartz	

Mrs Frid Hall	Mrs M. Sch
Dr R. H. Hawkes	Mr F. Stolt
Mr A. A. Heimsoth	Mr F. G. S.
Mr W. Helliwell	Mr S. H. S.
Mr F. W. Hendrick	Mr C. Tem
Miss Hendrick	Mr and Mr
Mrs C. M. Hordgran	and childr
Mr L. Hidalzo	

		CARLTON HOUSE.
on Thurs.	Mr Roger J. Andap	Mr A. Neid
	Mrs Bell	Mr. N. Norg
SAT.	Mr A. L. Blasco	Mr. F. Oliver
Friday,	Mr. E. Dwyer	Mrs Parker
	Mr. Brown	Mr and Mrs
	Mr F. Chapple	Mr A. J. P.
	Mr J. Cruggshank	Mr Ragnere
Friday, the	Mr F. O. Day	Madame Risi
	Mr L. T. Delaney	Mr M. Rishi
	Mr A. O. Diss	Mr H. Sassa
Friday,	Mr A. Fulcher	Miss Smith
	Miss M. Gains	Mr J. Somers
	Mr J. Jorgensen	Miss Quang
Saturday,	Mr R. Knox	Mr O. Snaer
	Mr V. Lugubill	Mr. T. Snaer
WEDNESDAY &	Mr. E. C. Lugubill	Mr J. D. W.
	Mr & Mrs McKinnon	Mr Watson
Friday, the	Mr McMillan	Mr Willnar
		THOMAS'S HOTEL.

PACKET.	Mr J. Barr	Mr A. Jones
et Siberia	Mr J. O. Brien	Mr J. Kern
WEDDAY	Mr G. F. Burrus	Mr R. E. I.
or Amoy,	Mr Wm. Cadden	Mr and
Francisco,	Mr J. S. Chubb	Laouzis
ulla, Peru,	Mrs L. Dialerin	Mr J. Living
ollows:—	Mr F. M. Egan	Mr and Mrs
2 a.m.	Mr W. G. Garlock	Mr O. G. S.
	Mrs D. Gray	Mr Wallace
	Mrs G. Hill	Mr M. J. V.
10 cents	Mr L. D. H. Hopkin	Mr K. M.
	Dr Hough	Mr L. C.

FELHAM HOUSE.

Miss E. Baylis	Mr Hibberd
Mr M. Bishop	Mr H. H. H.
Mr E. B. Brown	Mr H. A. H.

T. -	Mr Buckle	Mr A. M.
Mr Colton	Mrs Morris	
Mr W. J. Cross	children	
Mr N. J. DeFarina	Mr J. Noble	
Mr Dobbs	Mr Perret	
Mr and Mrs P. Doltz	Mr R. Poles	
Mr Edwards	Mr S. H. S.	
Mr Haycock	Mr J. H. T.	
Mr J. Hutchings		
KING EDWARD HOTEL		
10 a.m.	Mr M. E. Asger	Mrs R. W.
	Mr A. K. Asger	son
10 cents	Capt. W. Ehrhardt	Mrs Watson
	Captain C. A. Grem	Mr J. W.
Extra	Mrs Grandcolas	and Capt. E. K.
Mar Boxes	child	Mr E. J. M.
ill be in	Mrs Hanson	Mr and Mrs
	Le-Comend. R. W.	Mr K. Tane
	Honderson	

Merchant Vessels in Hongkong Harbour.

Headlines of late Arrivals and Departures reported to-day

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office
4. From Harbour Master's to the Market.
5. From the Market to Peddar's Wharf.
6. Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Kings Building.
8. From Kings Building to East Point.
9. From East Point to North Point.
10. North Point to Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consigners or Agents.	Destination.	Remarks.
Steamers.								
Adato	8	c Stewart	British str.	2145	July 4	Bradley & Co.		
Aldershot	3	c Adam	British str.	1354	June 24	Dodwell & Co., Ltd.		
Amara	3	c Mattock	British str.	1666	June 24	Jardine, Matheson & Co.	Shanghai	July 7.
Buenavista	3	c Risson	British str.	2283	July 6	Nippon Yusen Kaisha	Yokohama	July 6.
Duff	3	c Glenne	Norw. str.	629	June 29	Chinese		
Dratt	3	c Wing	Norw. str.	1102	June 17	Aggaard, Thorsen & Co.		
Draughts	3	c Fairweather	British str.	1472	July 4	Standard Oil Co.		
Drummond	3	c McDermott	British str.	2355	June 27	Melchers & Co.		
Eodenh	3	c Moodie	British str.	1334	June 20	Bradley & Co.		
Egremont Castle	4	c Pybus	British str.	3003	July 4	C. P. R. Co.		
Empress of Japan	4	c Evans	British str.	1521	June 12	Bradley & Co.		
Gladestry	3	c Speed	British str.	1142	June 18	Butterfield & Swire		
Kalgan	3	c Peckard	British str.	1143	July 2	Butterfield & Swire		
Kashang	3	c Middleton	British str.	2210	June 29	Dodwell & Co., Ltd.		
Khalif	3	c Gosewisch	Ger. str.	1291	July 1	Butterfield & Swire		
Koh-shang	3	c Lincoln	Chi. str.	1467	July 20	M. S. N. Co.		
Kwan Lee	3	c Baker	British str.	1428	July 1	Jardine, Matheson & Co.		
Kwongong	3	c Spence	British str.	2169	July 3	Davies Sassoon & Co., Ltd.		
Lightning	3	c Thompson	British str.	2220	June 26	Order		
Louise Roth	3	c Lorensen	Ger. str.	684	June 18	Sander, Wier & Co.		
Loyal	3	c Christenbren	Ger. str.	1771	July 4	Siemens & Co.		
Lydia	3	c Wagner	British str.	28 7	July 6	Portland & Asiatic S. S. Co.		
Nicomede	4	c Seich	Aus. str.	3909	July 3	Sander, Wier & Co.		
Nippon	3	c Haraldsen	Norw. str.	930	July 1	Aggaard, Thorsen & Co.		
Norfolk	3	c Stoltz	Norw. str.	2428	June 27	Shewan, Tomes & Co.		
Norpo	3	c Simonsen	Ger. str.	1020	July 1	Butterfield & Swire		
Madeline Klokmers.	3	c Bartlett	British str.	1679	June 28	Butterfield & Swire		
Onafie	3	c Davies	British str.	1597	June 28	Jardine, Matheson & Co.	Samarang & S'bay July 8.	
Osung	3	c Veen	Norw. str.	2000	June 26	Miteui Bussan Kaisha		
Oscar II.	3	c Spicer	British str.	4886	July 4	P. & O. S. N. Co.		
Peshawar	3	c Frahm	Ger. str.	1825	June 27	Sander, Wier & Co.		
Quanta	3	c Wendig	Ger. str.	1189	July 1	Butterfield & Swire		
Rajahm.	3	c Lieberg	Ger. str.	1251	June 23	Order		
Regina	3	c Scott	British str.	2290	June 6	Dodwell & Co., Limited.		
Royalist	3	c Robertson	British str.	1835	July 4	Butterfield & Swire		
Shantung	3	c Northcombe	Brit. str.	1310	July 5	Butterfield & Swire		
Shaoching	3	c Smith	Amer. str.	5655	June 21	M. S. S. Co.	Amoy & San Francisco	July 6
Siberia	3	c Jamieson	Chi. str.	1206	June 20	M. S. N. Co.		
Taihuon	3	c Dawson	British str.	1459	June 26	Butterfield & Swire		
Taiyuan	3	c Outenbridge	British str.	1360	June 30	Butterfield & Swire		
Taming	3	c Williamson	British str.	1373	July 5	Chinese		
Tanchuan	3	c Stalker	British str.	1527	June 26	Jardine, Matheson & Co.	Swatow & Shanghai	July 5
Wangang	3	c Brown	British str.	1908	June 26	Butterfield & Swire	Shanghai	July 7
Yochow	3	c Rolfe	British str.	1128	July 4	Jardine, Matheson & Co.	Manila	July 7
Yuehsang	3	c Pratt	British str.	1079	July 5	M. S. N. Co.		
Yuehun	3	c Pratt	British str.	1611	July 3	Shewan, Tomes & Co.	Manila	July 7

Meier	Zafro	Chicago					
Herbert	Sailing Vessels.						
	Clan of Diminham	Watson	Brit. sch.	80	May 14	Order	Deck

City of London .. Travancore	Camberlin ... British sh. 3200 Muns BORDER
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STEAMERS PASSED-SUEZ CANAL.
[SPECIAL THROUGH RETURN.]

<i>Theodor Wille, Auchenblat, Jeun- sa, Sachem, May 30; Afghan, June 2; Trant, 6; Arcadia, Dumbas, Newby Hall, 9; Artemisia, Aus- tria, Benlaria, Jason, Louther Castle, Nassavia, Den of Crombie, 13; Hudson, Kemum, Roop, Petrosia, Fengtien, Graydon, Liberia, Ver- dande, 16—Southgroy, 23; Pance- ne, Ernest Simon, 23; Indragani, Lihit, Tydenz, Malacca, 23; Bendish, Dardania, Diomed, 27; Achilles, Agin- court, Wittekind, Laertes, 30.</i>	Exchange. Hongkong, July 5, 1905. On London— Bank, Wire, 1/10½ " On demand, 1/10½ " 30 days sight, 1/10¼ " 4 months sight, 1/10 Oredita, " 1/14 1/10 Documentary, 4 months sight, 1/11 On Paris— On demand, 237 Oredita, 4 months' sight, 240 On Berlin— On Demand, 193 On New York— On demand, 467 Oredits, 60 days' sight, 468 On Bombay— 1401
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China Coast Meteorology Register.

4th July.—AT 4 P.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Direction.	Wind.
Viet-cook,	3 p.					
Nemuro	"	29.72				SE
Hakodate.	"	29.81				SW
Tokio	"	29.86				S
Kochi	"	29.91				W
Nagasaki.	"	29.91				SE
Kagoshima	"	29.95				S

Mails.
The M. M. Co.'s ste. Tonkin, with the
M. C. Co's ste. the 9th June, left

PACKETS	WIRELESS	On demand	140 1/2	Nankai	28.89	S	E
Singapore on Tuesday, the 4th July,	On demand	140 1/2	IchiJima	29.81	S	E	
at 4 p.m., and may be expected here on	On Calcutta	140 1/2	TaihoK	p. 28.70	SW	E	
or about Tuesday, the 11th July. This	Wireless	140 1/2	TaihoK	28.69	S	E	
packet brings replies to letters	On demand	140 1/2	Tainan	28.74	S	E	
despatched from Hongkong on May	On Singapore	6 1/2 pm.	Koshu	28.76	S	E	
6th.	On demand	92 1/2	Fusodora	28.77	S	E	
The C. P. R. Co.'s s.s. <i>Empress of India</i>	On Manila	92 1/2	Wakai	28.73	77	81	
left Yokohama on Friday afternoon,	On demand	71	Outfall	28.70	78	81	
the 30th June, for Victoria and Van-	On Shanghai	72	Sharp Pik.	29.64	84	87	
cover.	On demand	92 1/2	Amoy	29.67	83	87	
The P. M. S. S. Co.'s s.s. <i>Manchuria</i> , with	30 days' sight (private paper)	92 1/2	Swatow	29.84	87	92	
mail &c., which left Hongkong May	On Yokohama	92 1/2	Canton	29.89	87	92	
30th for San Francisco, via Amoy,	On demand	85 1/2	HongK	p. 29.62	68	81	
Shanghai, Nagasaki, Kobe, Inland	Gold Leaf, 100 (per tael)	27 1/2	Wien	29.62	68	81	
Sea, Yokohama and Honolulu, arrived	Sovereigns (Bank's buying rate)	27 1/2	Gap Rock	29.62	86	92	
at her destination on the 27th June.	Silver (per oz.)	27 1/2	Macao	29.61	86	92	
			Baiphong				

<p> Steamers Expected. The P. & A. steamer Numanita sailed from Portland Ore., June 5th, and is due here July 6th. The Boston S. S. Co. Tremont sailed from Seattle on the 24th June, for usual ports of call. The J. & C. ship, Loran, light steamer </p>	<p> Hongkong Tides. The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Talm She Tsui during the years 1887-8-9. </p>	<table border="1"> <tr> <td>Manila</td> <td>22.20</td> <td>24.75</td> <td>27.10</td> <td>29.20</td> </tr> <tr> <td>Bacolod</td> <td>23.30</td> <td>26.00</td> <td>28.10</td> <td>30.00</td> </tr> <tr> <td>Hilo</td> <td>23.49</td> <td>26.05</td> <td>28.15</td> <td>30.05</td> </tr> <tr> <td>Cebu</td> <td>23.57</td> <td>26.12</td> <td>28.22</td> <td>30.12</td> </tr> <tr> <td>O. S. James</td> <td>23.57</td> <td>26.12</td> <td>28.22</td> <td>30.12</td> </tr> <tr> <td>Malate</td> <td>23.57</td> <td>26.12</td> <td>28.22</td> <td>30.12</td> </tr> </table> <p> 6th July, 1897. </p>	Manila	22.20	24.75	27.10	29.20	Bacolod	23.30	26.00	28.10	30.00	Hilo	23.49	26.05	28.15	30.05	Cebu	23.57	26.12	28.22	30.12	O. S. James	23.57	26.12	28.22	30.12	Malate	23.57	26.12	28.22	30.12
Manila	22.20	24.75	27.10	29.20																												
Bacolod	23.30	26.00	28.10	30.00																												
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O. S. James	23.57	26.12	28.22	30.12																												
Malate	23.57	26.12	28.22	30.12																												

The Java-Led	left Koratu, via Swatow	The zero of the tide corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.	Nemuro.....	6a.	28.65		
Typhoon	and left for this port, on the 24th June, and may be expected here on or about the 7th July.	To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 8 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 8 inches to the height given in the table.	Hakodate.....		29.70		
The C. P. R. Co.'s s.s. <i>Athenian</i>	left Vancouver on Monday afternoon, the 26th June, for Hongkong, via the usual Ports of Call.	Add 23 minutes 18 seconds to the figures given below to correct to Zone time.	Kobe.....		29.71	w	
The steamship <i>Dentighshire</i>	left Singapore on Thursday, the 29th June, and is due here on or about the 5th July.		Tokio.....		29.87		
The Glen Line's s.s. <i>Olenigton</i> , from London, etc., left Singapore on Saturday, the 1st July, and is due here on the 8th July.			Nagasaki.....		29.91	s	
The O. B. S. Co.'s s.s. <i>Stenor</i>	left Singapore on the 30th June, at noon, and is due to arrive here on or about the 5th July.		Kagoshima.....		29.95		
The N. G. I. s.s. <i>Iechia</i>	left Singapore for		Oshima.....		29.99	s	
			Naha.....		29.93	s	
			Kobuk'ima.....		29.95		
			Zuhkun.....	5A.	29.90		
			Taiwan.....		29.78		
			Koshun.....		29.81		
			Pescadore.....		29.78	sw	
			Weikwei.....	9A.	29.74	78	s
			Ontzaff.....		29.79	80	91
			Sharp Pt.....		29.77	82	87
			Amoy.....	6A.	29.78	80	91
			Swatow.....	9A.	29.78	86	72
			Canton.....		29.77	86	72
			Hongkong.....	10A.	29.80	86	72

Sat.	8	m	3.25	4.0	m	6.10	3.1
Sun.	9	m	0.41 a	0.4	m	0.10	3.2
Mon.	9	m	1.49 a	4.5	m	8.43 a	3.1
Tues.	10	m	1.43 a	5.1	m	9.26 a	2.1
Wed.	11	m	4.12 a	5.4	m	10.20 a	2.5
Thurs.	12	m	4.14 a	5.5	m	10.19 a	2.5
Friday	13	m	6.16 a	5.4	m	11.22 a	2.5

Hongkong Register.			
	Previous day	On date at 10 a.m.	On date at 4 p.m.
Sarometer	29.54	29.67	29.62

F. O. Fiao, First Asst.			
Hongkong Observatory, July 5.			
1.	Barometer, reduced to 32 degrees and to the level of the sea in 30 fathoms depth.	29.62	
2.	Thermometer, in the shade.	86	
3.	Thermometer, in the sun.	91	
4.	Thermometer, at 5 fms. from the ground.	86	
5.	Thermometer, at 10 fms. from the ground.	86	
6.	Thermometer, at 20 fms. from the ground.	86	
7.	Thermometer, at 40 fms. from the ground.	86	
8.	Thermometer, at 60 fms. from the ground.	86	
9.	Thermometer, at 80 fms. from the ground.	86	
10.	Thermometer, at 100 fms. from the ground.	86	
11.	Thermometer, at 120 fms. from the ground.	86	
12.	Thermometer, at 140 fms. from the ground.	86	
13.	Thermometer, at 160 fms. from the ground.	86	
14.	Thermometer, at 180 fms. from the ground.	86	
15.	Thermometer, at 200 fms. from the ground.	86	
16.	Thermometer, at 220 fms. from the ground.	86	
17.	Thermometer, at 240 fms. from the ground.	86	
18.	Thermometer, at 260 fms. from the ground.	86	
19.	Thermometer, at 280 fms. from the ground.	86	
20.	Thermometer, at 300 fms. from the ground.	86	
21.	Thermometer, at 320 fms. from the ground.	86	
22.	Thermometer, at 340 fms. from the ground.	86	
23.	Thermometer, at 360 fms. from the ground.	86	
24.	Thermometer, at 380 fms. from the ground.	86	
25.	Thermometer, at 400 fms. from the ground.	86	
26.	Thermometer, at 420 fms. from the ground.	86	
27.	Thermometer, at 440 fms. from the ground.	86	
28.	Thermometer, at 460 fms. from the ground.	86	
29.	Thermometer, at 480 fms. from the ground.	86	
30.	Thermometer, at 500 fms. from the ground.	86	
31.	Thermometer, at 520 fms. from the ground.	86	
32.	Thermometer, at 540 fms. from the ground.	86	
33.	Thermometer, at 560 fms. from the ground.	86	
34.	Thermometer, at 580 fms. from the ground.	86	
35.	Thermometer, at 600 fms. from the ground.	86	
36.	Thermometer, at 620 fms. from the ground.	86	
37.	Thermometer, at 640 fms. from the ground.	86	
38.	Thermometer, at 660 fms. from the ground.	86	
39.	Thermometer, at 680 fms. from the ground.	86	
40.	Thermometer, at 700 fms. from the ground.	86	
41.	Thermometer, at 720 fms. from the ground.	86	
42.	Thermometer, at 740 fms. from the ground.	86	
43.	Thermometer, at 760 fms. from the ground.	86	
44.	Thermometer, at 780 fms. from the ground.	86	
45.	Thermometer, at 800 fms. from the ground.	86	
46.	Thermometer, at 820 fms. from the ground.	86	
47.	Thermometer, at 840 fms. from the ground.	86	
48.	Thermometer, at 860 fms. from the ground.	86	
49.	Thermometer, at 880 fms. from the ground.	86	
50.	Thermometer, at 900 fms. from the ground.	86	
51.	Thermometer, at 920 fms. from the ground.	86	
52.	Thermometer, at 940 fms. from the ground.	86	
53.	Thermometer, at 960 fms. from the ground.	86	
54.	Thermometer, at 980 fms. from the ground.	86	
55.	Thermometer, at 1000 fms. from the ground.	86	
56.	Thermometer, at 1020 fms. from the ground.	86	
57.	Thermometer, at 1040 fms. from the ground.	86	
58.	Thermometer, at 1060 fms. from the ground.	86	
59.	Thermometer, at 1080 fms. from the ground.	86	
60.	Thermometer, at 1100 fms. from the ground.	86	
61.	Thermometer, at 1120 fms. from the ground.	86	
62.	Thermometer, at 1140 fms. from the ground.	86	
63.	Thermometer, at 1160 fms. from the ground.	86	
64.	Thermometer, at 1180 fms. from the ground.	86	
65.	Thermometer, at 1200 fms. from the ground.	86	
66.	Thermometer, at 1220 fms. from the ground.	86	
67.	Thermometer, at 1240 fms. from the ground.	86	
68.	Thermometer, at 1260 fms. from the ground.	86	
69.	Thermometer, at 1280 fms. from the ground.	86	
70.			

and, 2	on the 21st or about the 21st August.	Temperature	82	85	88
		Humidity	65	69	66
		Direction of Wind	S	W	E
	<i>Latest Advice.</i>	Force	1	1	1
Prif tton met	The I.-C. S. N. Co. Ltd.'s s.s. <i>Kaitang</i> from Calcutta and The Straits, left Singapore for this port on the 4th July, at 2 P.m.	Weather	c	b	—
	The F. M. S. Co.'s s.s. <i>Mongolia</i> , with mail on board, left Kobe on Monday, the 2nd July, at 7 a.m., and is expected to arrive here on or about Tuesday next, the 11th July.	Rain	—	—	—
Hender	The P. M. S. Co.'s s.s. <i>China</i> will sail from Yokohama on Thursday, the 6th July, via Japan ports and Manila, and is due to arrive here on or about the 19th July.	Highest open air temperature on the 3rd 88			
child. Jameson meon yer as yaya	The Boston S. S. Co.'s s.s. <i>Shawmut</i> arrived at Manila on July 4th.	Lowest open air temperature on the 3rd 78			
		F. G. FYON, First Assistant.			
		Hongkong Observatory, July 4th, 1895.			
		VESSELS AT THE DOCKS.—At Kowloon			
		Travancore; Hamburger; Taiyuan.			
		Competition.			
		Aberdeen.—			

Vessels Advertised as Loading

Destination.	Vessels.	Agents.	Dates of Leaving.
Australian Ports	Australian (a)	Gibb, Livingston & Co.	July 12, at Noon.
Cebu & Iloilo	Surgiang (e)	Butterfield & Swire	July 14.
Cebu & Iloilo	Kailong (e)	Butterfield & Swire	July 14.
Genoa, Mara, L'pool.	Telamachus (a)	Butterfield & Swire	July 20.
Japan via Shanghai.	Pijattap (a)	Low, China, Japan Line	1st half of July.
Java Ports	Pijamahi (e)	Java-China-Japan Line	1st half of July.
Kobe	Taiyuan (e)	Java-China-Japan Line	2nd half of June.
L'don, Am'dam, A'erp.	Hysen (e)	Butterfield & Swire	July 15.
L'don, Am'dam, A'erp.	Glaucus (e)	Butterfield & Swire	July 9.
L'don, Am'dam, A'erp.	Ajax (a)	Butterfield & Swire	August 1.
L'don, Am'dam, A'erp.	Idomenus (e)	Butterfield & Swire	August 15.
London, Antwerp, &c.	Pelopon (e)	P. & O. S. N. Co.	About July 7.
L'don, A'erp, &c.	Palma (e)	P. & O. S. N. Co.	About July 12.
London, &c.	Simla (e)	P. & O. S. N. Co.	July 18, at Noon.
Manila, A'lian Ports.	Ching (e)	Butterfield & Swire	July 13.
Marseilles via Saigon.	Oceanian (a)	Messageries Maritimes	July 11, at 1 p.m.
Manila	Zafro (e)	Shewan, Tomes & Co.	July 8, at Noon.
Manila	Ruhl (e)	Shewan, Tomes & Co.	July 16, at Noon.
Manila	Tea (e)	Butterfield & Swire	July 12.
Manila	Yuenang (a)	Jardine, Matheson & Co.	July 11, at 4 p.m.
N'ki, Kobe, Yama, &c.	Keemau (a)	Butterfield & Swire	July 12.
New York v. Suez Canal	Kennebec (a)	Standish & Co.	About July 20.
New York v. Suez Canal	Montrose (a)	Dodwell & Co. Limited	About June 30.
New York v. Suez Canal	St Hugo (e)	Dodwell & Co., Ltd.	About Aug. 4.
New York & Boston ..	African S. S. Co. (a) ..	Arnhold, Karberg & Co.	About July 12.
New York v. Suez Canal	Indra (a)	Shewan, Tomes & Co.	About July 31.
San Francisco to Japan.	Yamato (a)	Pacific Mail S.S. Co.	July 6, at Noon.
San Francisco via Japan.	Morgolia (a)	Pacific Mail S.S. Co.	July 18, at Noon.
San Francisco v. Japan.	China (a)	Pacific Mail S.S. Co.	July 28, at Noon.
San Francisco v. Japan.	Doric (e)	O. & O. S.S. Co.	Aug. 11, at Noon.
San Francisco v. Japan.	Manchuria (a)	Pacific Mail S.S. Co.	Aug. 16, at Noon.
Shal, Moji, Kobe &c.	Peashwar (e)	P. & O. S. N. Co.	About July 6.
Shal, Moji, Kobe Y. ma.	Japan (e)	P. & O. S. N. Co.	About July 7.
Shanghai	Coromandel (e)	P. & O. S. N. Co.	About July 12.
S'pore, S'hang & S'rang.	Onsang (e)	Jardine, Matheson & Co.	July 8, at 3 p.m.
Shanghai	Onsang (e)	Jardine, Matheson & Co.	July 7, at 3 p.m.
Shanghai	Tonkin (e)	Messageries Maritimes	About July 11.
Shanghai	Shanching (e)	Butterfield & Swire	July 10.
Shanghai and Portland.	Nicomedia (e)	Portland & A. S. Co.	July 7, Daylight.
Shanghai and Portland.	Numanita (e)	Portland & A. S. Co.	July 16, Daylight.
Shanghai and Portland.	Arabia (a)	Portland & A. S. Co.	Aug. 6, Daylight.
Stow, Amoy, Foochow.	Clara Jensen (e)	Oaska Shosen Kaisha.	July 9.
Stow, Amoy & Tamsui.	Proteus (a)	Oaska Shosen Kaisha.	July 9.
Stow, Amoy & Tamsui.	Friendship (a)	Oaska Shosen Kaisha.	July 12.
Stow, Amoy & Tamsui.	Haimon (e)	Oaska Shosen Kaisha.	July 16.
Tacora, S'ide, Victoria.	Telamachus (a)	Douglas Lapsack & Co.	July 7, at 11 a.m.
Victoria, B.C., Tacoma.	Pielades (a)	Butterfield & Swire	July 15.
Victoria, B.C., Tacoma.	Shawmut (e)	Dodwell & Co. Limited	About July 12.
Victoria, B.C., Tacoma.	Tremont (a)	Dodwell & Co. Limited	About July 20.
Vancouver (B.C.), &c.	Empress of Japan (e).	Dodwell & Co. Limited	About August 8.
Vancouver (B.C.), &c.	Empress of China (e).	Canadian P'fic R. Co.	July 12.
Vancouver (B.C.), &c.	Athenian (e)	Canadian P'fic R. Co.	August 5.
Vancouver (B.C.), &c.	Athenian (e)	Canadian P'fic R. Co.	August 9.

SHARE LIST.—QUOTATIONS

July 5, 1905.

		Stocks.	No. of Shares.	Value.	Paid up.	Working Quotations. Cash.
		BANKS.				#856, buyers
		Hongkong and Shanghai Bank Corp.	80,000	£ 125	£ 1	London, £87
		National Bank of China, Limited	99,925	£ 2	£ 5	357, buyers
		MARINE INSURANCES.				
		Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£320, sales & buyers
		China Traders' Insurance Co., Ltd.	24,000	£ 63.33	£ 25	£76, sellers
		North-China Insurance Co., Ltd.	10,000	£ 2	£ 16	£74, 82
		Union Insurance Society, Ltd.	8,000	£ 250	£ 100	£695, 81
		Ningpo Insurance Association, Ltd.	10,000	£ 100	£ 60	£172, 60
		FIRE INSURANCES.				
		China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	£87, sellers
		Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	£802½, sales
		DOCKS, ETC.				
		H'kong & Whampoa Dock Co. Ltd.	50,000	£ 50	all	£194, buyers
		Geo. Fenwick & Co., Limited.	18,000	£ 25	£ 25	£334
		New Amoy Dock Co., Ltd.	8,000	£ 61	£ 63	£18, sellers
		S. O. Farnham, Boyd & Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 138
		FAIRBANKS, SUGAR, ETC.				
		Ohlms and Manilla S. S. Co. Ltd.	30,000	£ 35	£ 25	£21, sellers
		Douglas Steamship Co., Limited	20,000	£ 60	all	£55½, sellers
		H.K. O. and M. Steamship Co., Ltd.	80,000	£ 15	£ 15	£27, sellers
		Indo-China S. N. Company, Limited	60,000	£ 10	all	£96, buyers
		Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£35, sellers
		Shell Transport & Trading Co. Ltd.	500,000	£ 1	£ 2	£1, 22½, sellers
		Toku Tsubo and Lighter Co., Ltd.	8,800	Tls. 60	Tls. 60	Tls. 30, sales
		Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 60	Tls. 60	Tls. 81, sales
		do. Preference.	100,000	Tls. 60	Tls. 60	Tls. 50, sales
		SUGAR.				
		China Sugar Company, Limited.	20,000	£ 100	all	£213, sellers
		Luxon Sugar Company, Limited.	7,000	£ 100	all	£31, sellers
		Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	T 60	Tls. 71, sales
		WHAVER.				
		H.K. & How, Wharf & Godown Co.	30,000	£ 50	all	£95, buyers
		Shanghai and Hongkong Wharf Co.	20,000	Tls. 100	Tls. 100	Tls. 175
		LAND AND BUILDING.				
		Hongkong Land Investment and Agency Company, Limited.	50,000	£ 100	100	£114, buyers
		Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 123, buyers
		Kowloon Land and Building Company, Limited.	8,000	£ 50	30	£40, sellers
		West-hel-vel Land & Building Co., Ltd.	3,754	Tls. 25	Tls. 25	Tls. 12, buyers
		Humphreys Estate & Finance Co.	150,000	£ 10	all	£124, sellers
		West Point Building Co., Limited.	12,500	£ 50	50	£54, sellers
		TRAMWAYS.				
		H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	£212½, buyers
		MINE.				
		Société Française des Charbonnages du Tonkin.	16,000	70c. 250	all	£490
		Ramb. Aust. Gold Mining Co., Ltd.	200,000	£ 1	18/10	£64, sales
		HOTELS, ETC.				
		Hongkong Hotel Company, Ltd.	12,000	£ 60	all	£142, sellers
		Astor House Hotel Ltd. (Hantian)	2,000	Tls. 50	Tls. 50	Tls. 140, sellers
		Astor House Hotel Co., Ltd. (Shanghai)	70,000	£ 25	£ 25	£314, buyers
		DISPENSARIES.				
		A. S. Watson & Co., Limited.	80,000	£ 10	£ 10	£12½, sales
		Watkins Limited	10,000	£ 10	£ 10	£8, sellers
		LIGHTING.				
		HK. and China Gas Co., Limited.	7,000	£ 10	all	£170, ex div., buyers
		Shanghai Gas Company, Ltd.	80,000	Tls. 50	Tls. 50	Tls. 122½, buyers
		Hongkong Electric Co., Limited.	9,000	£ 10	£ 10	£74, 81, sellers
		New Electric (new issue)	30,000	£ 10	£ 10	£11½, sellers
		BRICK AND CEMENT.				
		Green Island Cement Co., Ltd.	150,000	£ 10	£ 0	£264, sellers
		MISCELLANEOUS.				
		Sell's Asbestos Eastern Agency, Ltd.	8,604	£ 12/6	£12/6	£51, buyers
		United Asbestos Oriental Agency, Limited	0,000 cndy	£ 10	£ 4	£94, sellers
		Hk. Steam Water-bat Co., Ltd.	15,000	£ 10	£ 10	£150
		Hongkong Dairy Farm Co., Ltd.	25,000	£ 7½	£ 6	£15, sellers
		Hongkong Ice Company, Limited	5,000	£ 23	all	£17, sellers
		Shanghai Waterworks Co., Ltd.	7,200	£ 23	all	£242½
		H'kong Rope Manufacturing Co., Ltd.	10,000	£ 60	£ 20	Tls. 50, buyers
		Hongkong Cotton Spinning Co., Ltd.	120,000	£ 10	£ 10	£154, sellers
		Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 41, buyers
		International Cotton Manufacturing Co., Ltd.	40,000	Tls. 75	Tls. 75	Tls. 88
		Eaon-Kamp-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 42½
		Soy Ewo Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 00	Tls. 189, sellers
		China Provident Loan Mortgage Co., Ltd.	50,000	£ 10	£ 10	£8.75, sellers
		China Borneo Company, Ltd.	60,000	£ 18	£ 12	£11.75, sales
		Campbell, Moore & Co., Limited	1,200	£ 10	all	£35
		Wm. Powell, Ed.	12,000	£ 10	£ 10	£11½, sellers
		Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	£ 50	£ 50	£50
		South China Morning Post	5,000	£ 25	£ 25	£22, sellers
		GEAR COMPANY.				
		Philippines Co., Ltd.	67,500	£ 10	£ 10	£54, sellers
		Alhambra Limited	300	£ 600	£ 0	£100
		LOANS.				
		Amount.	Value.	Interest.	Quotation.	
		Chinese Imperial 1888	£ Tls. 167,200 Tls. 2500	2 p. annum	Par.	
		VERNON and SMYTH, Share-Brokers.				
		Printed and published for the Proprietor, GEO. MURRAY BAIN, by WILLIAM HENRY DONALD, at No. 5, Wyndham Street, Hongkong.				